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BOMBAY BRANCH
OF THE
ROYAL ASIATIC SOCIETY.
TOWN HALL, BOMBAY.

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ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR

1894-95.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

BY

LIEUTENANT-COLONEL T. GRACEY, R.E.,

OFFICIATING DIRECTOR-GENERAL OF RAILWAYS.

Presented to both Houses of Parliament by Command of Her Majesty.

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ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR

1894-95.

CHAPTER I.

GENERAL.

General Summary of Results during the year.—The total length of railways open and sanctioned on the 31st March 1895, after allowing for minor corrections of mileage, was 21,072¾ miles, being a net increase of 650¼ miles during the year. The total length of railways open for traffic on the same date was 18,855¼ miles, being a net increase of 355¼ miles, leaving 2,217½ miles still under construction or sanctioned for commencement.

The mean mileage worked during the calendar year was 18,694 miles, being an increase of 487 miles over the figures of the previous year.

The total capital outlay on railways open for traffic to the 31st December 1894 amounted to Rs. 237·79 crores, being an increase of Rs. 4·61 crores during the year.

The gross earnings in 1894 amounted to Rs. 25,50,88,564, being an increase of Rs. 1,42,13,096 over the results of the previous year; the working expenses amounted to Rs. 11,98,39,200, and absorbed 46·98 per cent. of the gross earnings, against 47·14 per cent. in 1893. The net earnings amounted to Rs. 13,52,49,364, being an increase of Rs. 79,21,955.

The statistical return on the capital expenditure, as entered in rupees in the books in India, was 5·69 per cent., against 5·46 per cent. in the previous year.

2. *Classification.*—There has been no alteration in the classification of railways during the past year, and the procedure followed in regard to lines classed under special gauges is the same as that adopted in the last two reports. A complete list of the lines with particulars of gauge and classification, &c., will be found, as usual, in Appendix C., pages 220 to 226.

3. *Open Mileage.*—The following lengths of new line opened for public traffic between the 1st April 1894 and the 31st March 1895, compare with the figures in the period from 1st April 1893 to 31st March 1894, as follows :

	Standard Gauge.	Metre Gauge.	Special Gauges.	Total.
	Miles.	Miles.	Miles.	Miles.
1894-95 - - - - - -	284½	75½	½	360½
1893-94 - - - - -	247	182½	22¼	451¾

Further details of the additions made to the open mileage during 1894-95 will be found in the table given in Appendix A., page 217.

The total length of railway open for traffic, after minor corrections, was on the 31st March 1895 as follows:

——	Standard Gauge.	Metre Gauge.	Special Gauges.	Total.
	Miles.	Miles.	Miles.	Miles.
State lines worked by Companies -	3,529¼	5,238	—	8,767¼
State lines worked by the State - -	4,039½	1,310	28	5,377½
Lines worked by guaranteed Companies -	2,586¾	—	—	2,586¾
Assisted Companies - - -	183¾	172¾	51	407½
Lines owned by Native States and worked by Companies.	412½	188¼	71¾	672½
Lines owned by Native States and worked by State railway agency.	124	—	22¼	146¼
Lines owned and worked by Native States	—	744¼	94½	838¾
Foreign lines - - - - -	—	58¾	—	58¾
Total - - - - -	10,875¾	7,712	267½	18,855¼
Total length open at end of previous year - - - -	10,596¼	7,636¾	267	18,500

In addition to the above, there were 91¼ miles of steam tramways working outside municipal limits.

4. Subsequent to the close of the year 1894-95 and up to date (30th May), the additional mileage reported to have been opened to traffic is that of the East Coast Standard Gauge (State) Railway, from Palasa to Berhampore-Ganjam, 46 miles, and the Bína-Guna Standard Gauge (Native State) Railway, 73½ miles. The latter has been opened for goods traffic only.

5. *Extensions of Line sanctioned.*—During the year sanction was given to the construction of additional mileage to the extent of 651¼ miles, comprising:—

	Miles.	Miles.
STANDARD GAUGE.		
Commercial lines—		
British India—		
East Indian - - - - -	9¾	
Indian Midland - - - - -	¼	
Rutlam-Ujjain - - - -	60½	
Madras-Ennore branch - - - -	8½	
East Coast (State) - - - -	26	
Wazirabad-Lyallpur - - - -	100	
Kotri-Rohri (chord line) - -	182½	
	——	387½
METRE GAUGE.		
Bengal and North-Western - - -	116¼	
Cawnpore-Gogra (metre gauge link) -	80	
Ahmedabad-Parantij - - - -	47½	
	——	243¾
Native States—		
Anklesvar-Nandod - - - - -		20
TOTAL - - -		651¼

Further details of the mileage sanctioned will be found in Appendix B., page 218.

6. *Total sanctioned mileage.*—After allowing for minor corrections of mileage, &c., the total sanctioned mileage on the 31st March 1895, omitting tramways, compares with the sanctioned mileage on the corresponding date of the previous year as follows:

——	Standard Gauge.	Metre Gauge.	Special Gauges.	Total.
	Miles.	Miles.	Miles.	Miles.
Total to end of March 1895 - -	11,802	8,983¼	287½	21,072¾
Total at end of the previous year -	11,414¼	8,741¼	267	20,422½
Increase over the previous year -	387¾	242	20½	650¼

7. *Important Works completed and in Progress.*—On the East Indian Railway the extension of the Barákar branch to Kátrásgarh near the Jherriah coal fields, 33¾ miles, was completed and opened for public traffic on the 20th May 1894. Of the Toposi colliery branch extensions the section from Toposi to Baraboni, 11¼ miles, has been worked for coal traffic since the 15th April 1894.

The branch from Panooria joining the main line near the 144th mile at Alipore, which had previously been worked as a private coal siding, was purchased from the Barákar Coal Company on the 29th March 1895, and added to the East Indian railway undertaking.

On the Bengal-Nágpur Railway a large addition was made to the carrying capacity of the waggon stock by substituting stronger springs for those previously in use.

On the North-Western (State) Railway work was started towards the end of the year on a branch line from Wazirabad to Lyallpur to serve the tract irrigated by the new Chenab canal, and in January 1895 the construction of a chord line from Kotri to Rohri was taken in hand.

The doubling of the main line between Kiámári and Piprí, a distance of 26 miles, was in progress.

The strengthening of weak girder bridges on the main line was for the most part completed. The renewal of girders on the Jhelum bridge having been completed, the new bridge was opened to traffic on the 20th December 1894. The new bridge over the Haroo river near Lawrencepur was approaching completion.

The lining of Khojak tunnel was completed during the year.

Of the 64 miles of line on improved grades between Jhelum and Ráwalpindi, 40 miles were open for traffic at the close of the year and 24 miles were still in hand.

On the Eastern Bengal (State) Railway, 20,000 Denham-Olphert's sleepers were laid. The protective works on the river bank at Raita were completed, and owing to threatened erosion the Ganges bank at Sara was reported to be in a critical condition.

The Kistna bridge section of the East Coast (State) Railway, 3 miles, was completed for metre gauge traffic, and brought into use on the 1st January 1894, from which date the trains of the Southern Mahratta railway have been running through to Bezwada. On the opening of this section the portion of the Southern Mahratta railway between the point of junction with the East Coast (State) Railway and the Kistna canal terminus was dismantled.

During the year a further length of the East Coast (State) Railway from Vizianagram to Palasa, 87½ miles, was completed and opened for traffic. The section from Palasa to Berhampore-Ganjam, 46 miles, noticed in paragraph 4, was also completed and opened for traffic on the 1st April 1895. It is expected that the length from Berhampore-Ganjam to Khurda road, 91 miles, will be ready for opening by October 1895.

In December 1894 a further revised estimate was sanctioned for the East Coast (State) Railway, including a branch line from Khurda road to Pooree.

The survey of the Bezwada-Madras Railway having been completed, sanction was accorded to the construction of the Ráyapuram-Ennore section through the agency of the Madras Railway Company. Though work was started late in December 1894, the line is expected to be opened for traffic in August 1895.

On the Mushkaf-Bolán Railway works were actively pushed forward during the year, except from June to October, when they had to be slackened off for want of funds. It is expected that the line will be ready for opening by the end of 1895.

On the Mári-Attock Railway work was in progress on the Campbellpore division only.

On the Great Indian Peninsula Railway the interlocking arrangements at the Victoria terminus, and at Masjid and Byculla stations were completed, and the strengthening of the old 30-feet girder bridges was in progress.

About 120 miles of line on the Dhond-Manmád Railway had been provided with fencing at the close of the year, and work on the remaining 25 miles was in progress. The renewal of the permanent-way on the Khámagon Railway has been taken in hand.

On the Bombay, Baroda and Central India Railway the double line between Baroda and Itolá was practically completed. The new terminal station at Colaba, with the re-arrangement of the station yard, was approaching completion, and work was commenced on the Company's new general offices at Bombay.

Preparations were in progress for the renewal of the 60-feet Warren girders on the line, and sanction was given at the end of the year to the strengthening of 42 miles of road on the Ánand-Godhra branch.

The works to connect the Bína-Guna Railway with the Indian Midland at Bína have been completed, and the branch has just been opened for goods traffic.

On the Bhopal-Ujjain Railway work was in progress throughout the line, which will be opened for public traffic in 1895–96. The junction arrangements with the Indian Midland Railway at Bhopal were completed, and the line was linked through on the 21st May 1895.

The Godhra-Rutlam Railway was completed by the opening of the section from Dóhad to Rutlam on the 22nd October. The extension from Rutlam to Ujjain, to connect the standard-gauge systems of Central India with those of Guzerat, was sanctioned in December 1894, and construction has been commenced.

The Kolar Gold Fields Railway, completed and opened for traffic on the 1st June 1894, is being worked by the Madras Railway Company.

In November 1894 work was started on the Cawnpore-Gogra metre-gauge link, which has been sanctioned in connection with the scheme for the linking up of certain metre-gauge railways in Northern India. The line from Cawnpore to Burhwal (late Ránnagar) is being constructed by the State; while the construction of the permanent bridge over the Gogra at Bahramghat with its approaches has been undertaken by the Bengal and North-Western Railway Company.

On the Rajputana-Malwa Railway the gradual relaying of the road with 50-lb. steel rails was in progress, about 40 miles having been finished during the year.

Construction was in progress on about 558 miles of the Assam-Bengal Railway, the rest of the line being under survey or re-alignment. It is expected that a portion of the first section, Chittagong to Comilla with the branch from Laksam to Chandpur, will be opened during 1895–96.

On the Burma (State) Railway about 90,000 sleepers were renewed. Work was in progress on the Mu Valley line throughout the year, and the section from Wuntho to Nankan, 15½ miles, was completed and opened for traffic on the 1st November 1894.

The section from Nankan to Mohnyin, a distance of 74¼ miles, with the Katha branch, 14¼ miles, is expected to be opened shortly, and the remaining length of 52½ miles to Mogaung in December 1895.

Work was approaching completion on the Oodeypore-Chitor (Native State) Railway, and the line will soon be ready for opening. The survey and estimates of the Rájkot-Jamnagar Railway, another native state line, were completed during the year, and the commencement of work has just been sanctioned.

8. *Principal Events.*—At the close of the year an Act to provide for the payment of interest out of capital during construction, by railway companies registered under the Indian Companies Act VI. of 1882, was passed into law as the Indian Railway Companies Act (X.) of 1895.

Revised general rules for the working of open lines of railway, to have effect from the 1st August 1895, were promulgated at the close of the year.

Certain modifications of the terms published in September 1893, in accordance with which the Government of India were prepared to consider offers for the construction of branch lines by the agency of private companies, or for the working of the extensions of existing lines by main line administrations were notified in March 1895.

On the 18th August 1894 the open line and the sections under construction of the East Coast (State) Railway were placed under one officer and the separate post of engineer-in-chief of the line under construction was abolished. The Burma and the Mu Valley (State) Railways were also amalgamated and placed under one officer from the 13th March 1895.

A concession was granted to Messrs. Killick, Nixon, & Co., of Bombay, to construct the Ahmedabad-Parantij Railway with rupee capital raised in India.

The company which undertook the construction of the Nílgiri Railway went into liquidation on the 1st May 1894, on which date all work was practically stopped. Measures have since then, however, been taken to maintain the portion of the line already completed, and to carry on some of the more important works.

The Bezwada extension railway has for accounts purposes been amalgamated with the East Coast (State) Railway from the 1st January 1895. But the line continues to be worked under agreement by the Nizam's Guaranteed State Railways Company.

In August 1894 a connection was effected with the Jetalsar-Rájkot and the Morvi Railways at the Rájkot station by the construction of a bridge about 3,254 feet across the Aji river.

9. *Cost.*—Including unfinished lines, the total capital expenditure on all railways up to the 31st December 1894 amounted to Rs. 246·88* crores, thus :—

——	Standard Gauge.	Metre Gauge.	Special Gauges.	Unclassified Expenditure.	Total.
Crores - -	Rs. 185·22	Rs. 59·96	Rs. 0·88	Rs. 0·82	Rs. 246·88

In addition to this, Rs. 0·78 crores were expended on collieries and on surveys completed and and in progress, making up the total expenditure of railways under all heads to Rs. 247·66 crores.† Of this, the capital outlay on open lines, including steam-boat service and suspense accounts, amounted to :—

——	Standard Gauge.	Metre Gauge.	Special Gauges.	Total.
Crores - - -	Rs. 180·53	Rs. 56·38	Rs. 0·88	Rs. 237·79

The average cost‡ per mile of railway open was as follows :—

Standard Gauge.	Metre Gauge.	Special Gauges.
Rs. 1,60,020§	Rs. 70,725§	Rs. 32,253

The cost per mile of single track, including sidings, was—

Rs. 1,23,619	Rs. 62,699	Rs. 30,616

10. *Graphic Diagram.*—The graphic diagram published with this report shows the open mileage, capital outlay, gross earnings, working expenses, and net earnings of all railways from the commencement of operations to the end of 1894.

11. *Gross Earnings.* — The gross earnings during the calendar year were Rs. 25,50,88,564, against Rs. 24,08,75,468 during 1893, as follows :—

——	Standard Gauge.	Metre Gauge.	Special Gauges.	Total.
	Rs.	Rs.	Rs.	Rs.
1893 - - - -	17,82,77,908	6,13,12,800	12,84,760	24,08,75,468
1894 - - - -	18,89,05,257	6,48,74,147	13,09,160	25,50,88,564
Increase - - -	1,06,27,349	35,61,347	24,000	1,42,13,096

* Including interest on capital, which in the case of the Bengal and North-Western, the Delhi-Umballa-Kalka, the Rohilkund and Kumaon (Lucknow-Bareilly section) and the Bengal Dooars Railways was charged to the capital account of these lines during construction.

† As per details in Chapter VI., paragraph 1 - - - - -		Rs. 255·25 crores.
Add—Calcutta Port Commissioners' Railway, not included in Chapter VI. -		0·59 „
		255·84 „
Deduct—Cherra-Companygani Railway, treated as a steam tramway for statistical purposes - - - - - - - -	0·08	
Total difference as per footnote § in Statement No. 17, pages 96 and 97 -	8·10	
		8·18 „
Total -		247·66 „

‡ An outlay charged to final heads of account, excluding steam-boat.

§ The mileage on which this is calculated includes 1,151 miles of line laid with two or more tracks, for details *see* Statement No. 33, pages 141 to 143.

Of the total gross earnings during 1894, 74·77 per cent. were earned by the standard gauge lines, 25·06 per cent. by the metre gauge, and the balance, 0·17 per cent., by the special gauge lines. The following figures show the distribution of the earnings under the main heads of account :—

	Standard Gauge.	Metre Gauge.	Special Gauges.	Total.
	Rs.	Rs.	Rs.	Rs.
Coaching	5,93,15,972	2,49,89,871	6,34,036	8,49,39,879
Goods	12,42,28,128	3,76,04,261	6,49,353	16,24,81,742
Miscellaneous, including steamboat	53,61,157	22,80,015	25,771	76,66,943
Total	18,89,05,257	6,48,74,147	13,09,160	25,50,88,564

12. *Passenger Traffic.*—The number of passengers carried as compared with the previous year was as follows :—

	Standard Gauge.	Metre Gauge.	Special Gauges.	Total.
	No.	No.	No.	No.
1893	88,454,834	46,245,635	819,978	135,520,447
1894	94,128,215	50,698,172	900,710	145,727,097
Increase	5,673,381	4,452,537	80,732	10,206,650

and the passenger miles :—

	Miles.	Miles.	Miles.	Miles.
1893	3,757,493,870	1,822,152,820	21,988,877	5,601,635,567
1894	3,935,804,589	1,930,884,490	23,448,998	5,890,138,077
Increase	178,310,719	108,731,670	1,460,121	288,502,510

The passenger earnings were :—

	Rs.	Rs.	Rs.	Rs.
1893	5,02,74,667	2,21,58,393	5,17,616	7,29,50,676
1894	5,21,36,363	2,30,66,090	5,55,832	7,57,58,285
Increase	18,61,696	9,07,697	38,216	28,07,609

The earnings from other coaching traffic were as follows :—

	Rs.	Rs.	Rs.	Rs.
1893	70,43,156	18,66,020	81,473	89,90,649
1894	71,19,946	19,83,444	78,204	91,81,594
Increase	+76,790	+1,17,424	−3,269	+1,90,945

13. *Goods Traffic.*—The aggregate tonnage of goods, material, and live-stock carried was 32,643,764 tons, against 28,846,729 tons in 1893, as follows :—

	Standard Gauge.	Metre Gauge.	Special Gauges.	Total.
	Tons.	Tons.	Tons.	Tons.
1893	21,242,685	7,484,701	119,343	28,846,729.
1894	24,432,641	8,098,696	112,427	32,643,764
Difference	+ 3,189,956	+ 613,995	− 6,916	+ 3,797,035

The goods ton-mileage being :—

	Standard Gauge.	Metre Gauge.	Special Gauges.	Total.
	Miles.	Miles.	Miles.	Miles.
1893	3,488,106,230	933,060,045	3,953,479	4,425,119,754
1894	3,813,262,690	1,044,717,268	3,783,707	4,861,763,665
Difference	+ 325,156,460	+ 111,657,223	— 169,772	+ 436,643,911

The goods earnings were :—

	Standard Gauge.	Metre Gauge.	Special Gauges.	Total.
	Rs.	Rs.	Rs.	Rs.
1893	11,64,83,876	3,50,10,986	6,67,805	15,21,62,667
1894	12,42,28,128	3,76,04,261	6,49,353	16,24,31,742
Difference	+ 77,44,252	+ 25,93,275	— 18,452	+ 1,03,19,075

Excluding the traffic of the special gauge lines, the total quantity of general merchandise carried was 18,952,112 tons, or 10·87 per cent. more than in 1893, and the freight received aggregated Rs. 13,99,69,812, being more by 7·09 per cent.

Including materials and stores carried for home lines, military stores, and coal and live-stock for the public, the gross weight lifted showed an increase of 3,803,951 tons, or 13·24 per cent., with an increase in the earnings of Rs. 1,03,37,527, or 6·82 per cent.

14. *Approximate Earnings, First Quarter*, 1895.—The earnings for the first quarter of 1895 show on the whole an increase compared with the earnings for the corresponding quarters of 1893 and 1894 :—

	Standard Gauge.	Metre Gauge.	Special Gauges.	Total.
	Rs.	Rs.	Rs.	Rs.
1893	4,89,47,654	1,57,31,217	1,65,762	6,48,44,633
1894	5,35,84,768	1,58,66,946	3,11,237	6,97,62,951
1895	5,42,32,955	1,63,78,104	3,19,069	7,09,30,128

The figures relating to each railway separately will be found in Appendix H., pages 262 and 263.

15. *Working Expenses.*—The total working expenses amounted in 1894 to Rs. 11,98,39,200, against Rs. 11,35,48,059 in the previous year, as follows :—

	Standard Gauge.	Metre Gauge.	Special Gauges.	Total.
	Rs.	Rs.	Rs.	Rs.
1893	8,14,78,987	3,13,57,326	7,11,746	11,35,48,059
1894	8,74,16,899	3,16,27,581	7,94,720	11,98,39,200
Increase	59,37,912	2,70,255	82,974	62,91,141

The percentage of expenses on gross earnings under the several departmental heads was as follows :—

	Standard Gauge.	Metre Gauge.	Special Gauges.	Total.
Maintenance	12·91	11·17	15·31	12·44
Locomotive	14·91	16·38	18·89	15·26
Carriage and waggon	4·37	4·44	5·32	4·39
Traffic	7·32	8·08	9·92	7·51
General	4·32	6·68	9·65	4·95
Steam-boat, special and miscellaneous, and rent of leased lines.	2·10	1·65	1·38	1·97
Contribution to Provident Fund	0·49	0·35	0·23	0·46
Total	46·42	48·75	50·70	46·98

16. *Net Earnings.*—The net earnings realised were Rs. 13,52,49,364, against Rs. 12,73,27,409 in 1893, as under :—

	Standard Gauge.	Metre Gauge.	Special Gauges.	Total.
	Rs.	Rs.	Rs.	Rs.
1893	9,67,98,921	2,99,55,474	5,73,014	12,73,27,409
1894	10,14,88,358	3,32,46,566	5,14,440	13,52,49,364
Difference	+ 46,89,437	+ 32,91,092	— 58,574	+ 79,21,955

17. *Return on Capital.*—The statistical return on the capital expenditure* on open lines, including steamboat service and suspense accounts, compares as follows :—

	Standard Gauge.	Metre Gauge.	Special Gauges.	Average of all Lines.
1893	5·48	5·38	6·63	5·46
1894	5·62	5·90	5·84	5·69

18. *Financial Results.*—The financial results to the State of working the Indian railways for 1894–95 are not yet accurately known, but the following statement gives the figures of the revised estimate for 1894–95 as compared with the actual figures for the preceding year. These last-named figures are given in detail in Statements Nos. 1 to 4 at the end of this chapter.

	1892–93.	1893–94.
Losses—	Rs.	Rs.
Guaranteed railways	74,49,340	1,51,77,000
State lines leased to companies, open and unopen	77,94,860	84,25,000
State railways, military, open	54,43,550	36,09,000
State railways, military, unopen	6,20,720	8,93,000
State railways, commercial, open	38,83,880	30,25,000
State railways, commercial, unopen	28,36,370	30,64,000
	2,80,28,720	3,41,93,000
Gain—		
State railways worked by companies	1,42,58,120	1,15,58,000
Apparent net loss	1,37,70,600	2,26,35,000
Add—Charges debited to—		
39—Guaranteed railways—land and supervision	3,40,040	3,21,000
40—Subsidised railways—land, interest, and subsidies	2,10,000	1,83,000
41—Miscellaneous railway expenditure	10,34,390	10,32,000
Total apparent loss	1,53,55,030	2,41,71,000

The interest charges for the East Indian, Eastern Bengal, and North-Western Railways for 1893–94 include annuities paid in England, which comprise a contribution of about 38½† lakhs of rupees for sinking funds, which will redeem the capital at the expiry of the periods during which the annuities are to run. When this contribution has been deducted from the charges incurred during the year on the railway account, the loss to the State during 1893–94 in its connection with the entire Indian railway system will stand at about 115 lakhs of rupees. In the same way, the figures for 1894–95 contain a similar contribution on account of sinking funds, which amounts to about 44¾‡ lakhs, so that the *net loss* to the State in that year will probably be about 197 lakhs of rupees.

* The capital expenditure here referred to is that shown in Chapter VII., Statement No. 23, pages 98 and 109.

N.B.—The slight differences in the figures for 1893 as compared with those given in the previous report are due to audited figures having been adopted in the present report. *See also* Statement No. 25, page 117.

†	Lakhs.	‡	Lakhs.
East Indian Railway	24·97	East Indian Railway	29¼
Eastern Bengal Railway	2·39	Eastern Bengal Railway	2¾
North-Western Railway	11·13	North-Western Railway	12¾
	38.49		44¾

If interest on lines under construction were also excluded from the above figures, the gains and losses to the State in its connection with the entire Indian railway system in 1893–94 would be a *net loss* of about 72¾ lakhs, and in 1894–95 the results would show a *net loss* of about 148¼ lakhs of rupees.

The loss on guaranteed railways is attributable to the high rate of the interest guaranteed; to the increased cost, as compared with previous years, of remitting the interest at the very low rate obtained, and estimated to be obtained, for Council bills on India; and to the fact that the companies' share of surplus profits is, under the contracts, calculated on the supposition that earnings could be remitted in payment of interest at a rate of 1*s.* 10*d.* the rupee.

The State has to continue to pay interest at the guaranteed rates until the contracts terminate, and it is consequently unable to obtain any advantage from cheaper money and the improved credit of the country; that is to say, where the State could now raise money at a little over 3 per cent. to pay off loans raised at higher rates of interest, it has to continue paying interest at a high average rate of about 4¾ per cent. on the capital raised by the guaranteed companies; and now, owing to the fall in exchange, the amount of rupees which have to be remitted to England to pay the sterling interest charges is equivalent to a payment of interest of over 7 per cent. on the total capital raised converted at the contract rate of exchange.

Had it been possible to remit the earnings at the contract rates of exchange, the the result to the state of the working of the guaranteed railways would have been a gain of Rs. 45,94,590, in the year 1893–94, instead of a loss of Rs. 74,49,340 as shown above.

The direct annual loss or gain to the State from railway outlay from 1858–59 up to 1871–72, and during each financial year from 1872–73 to 1894–95, will be found in Statement No. 5 on pages 28 and 29.

Statement No. 1.

Guaranteed Railways.

Results to the State of working for the Official Year 1893–94.

Serial Number.	Railway.	Capital raised to the end of 1893–94.	Capital withdrawn to the end of 1893–94.	Interest Charges for 1893–94.				Net Earnings for 1893–94, *less* Share of Surplus Profits paid to Companies.	Gain or Loss (+ or −).
				Sterling (paid in England).		Interest paid in India.	Total.		
				Amount.	Converted at the Average Rate of Exchange.				
		£	£	£	Rs.	Rs.	Rs.	Rs.	Rs.
XXII	Great Indian Peninsula.	25,736,533	25,384,522	1,203,816	1,98,61,340	20,710	1,98,82,050	1,56,97,960	— 41,84,090
XXIII	Bombay, Baroda and Central India.	8,807,219	8,854,297	417,517	68,88,470	4,240	68,92,710	71,22,590	+ 2,29,880
XXIV	Madras - - -	11,069,644	14,037,882	533,387	88,00,160	—	88,00,160	53,05,030	— 34,95,130
	Total -	45,613,396	45,276,701	2,154,720	3,55,49,970	24,950	3,55,74,920	2,81,25,580	— 74,49,340 (*a*)

(*a*) This loss does not include charges for land and controlling establishment in connection with guaranteed enterprise (amounting to Rs. 3,40,040) met by Government in 1893–94.

Statement No. 2.

State Lines Leased to Companies.

(Imperial Lines constructed with capital raised by, or supplied to Companies under contract with the Secretary of State.)

Results to the State of working for the Official Year 1893–94.

Serial Number.	Railway.	Subscribed Capital, including Advances by the Secretary of State under Act 51 Vic., cap 5, to the end of 1893-94.	Capital Outlay to 31st of March 1894.	Interest Charges for 1893-94.				Net Earnings for 1893-94, *less* Share Paid to Companies.	Gain or Loss (+ or −)
				Sterling (paid in England).		Paid in India.	Total.		
				Amount.	Converted at the Average Rate of Exchange.				
		£	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
II	Bengal-Nágpur - -	7,265,781	9,79,54,080	259,624	42,83,440	1,94,150	44,77,590	35,11,850	− 9,65,740
III	Indian Midland - -	7,101,116	8,72,92,010	255,721	42,19,060	—	42,19,060	14,67,120	−27,51,940
XIV	Bengal Central - -	1,000,000	1,01,06,220	33,750	5,56,830	—	5,56,830	2,29,960	− 3,26,870
XXXVIII	Rohilkund and Kumaon (Lucknow - Bareilly section) - -	160,837	*33,92,810	—	—	1,23,940	1,23,940	2,87,400	− 41,390
	Outlay by the State on the Bareilly-Pilibhit and Lucknow - Sitapur - Seramau railways prior to transfer - -	—	51,21,140	—	—	2,04,850	2,04,850		
XLI	Southern Mahratta -	†6,603,957	†7,86,04,220	222,399	36,69,280	—	36,69,280	14,84,960	(a) −28,47,420
	Outlay on Bellary-Kistna section by State - -	—	1,65,77,530	—	—	6,63,100	(a) 6,63,100		
XLIII	Southern Mahratta (Mysore section) -	1,224,000	1,42,94,400	48,000	7,91,940	—	7,91,940	3,66,800	
	Refund by the Mysore Darbar of net charge for interest on capital expended on the Mysore Railway -	—	—	—	—	−3,40,540	−3,40,540	—	− 84,600
XLVI	Assam-Bengal - -	1,402,560	1,34,31,530	47,089	7,76,900	—	7,76,900	—	− 7,76,900
	Total - -	24,758,251	32,67,73,940	866,583	1,42,97,450	8,45,500	1,51,42,950	73,48,090	−77,94,860

(a) The outlay on the Bellary-Kistna section by the State, representing the amount expended up to 31st December 1887, and liabilities incurred up to that date, and subsequent law charges was not taken over by the Company, so that the interest on this capital must be taken into account in stating the loss to the State on the Southern Mahratta railway.

† Including outlay from advances made in India.

* Including the Bellary-Kistna railway since the date of transfer from the State, viz., the 1st of January 1888.

Statement No. 3.

State Railways (Commercial).

Results to the State of working for the Official Year 1893–94.

Serial Number.	Railway.	Capital Outlay to the 31st of March 1894.	Interest Charges for 1893–94.				Net Earnings for 1893–94.	Gain or Loss (+ or −).
			Sterling (paid in England) Interest and Annuity.		Charged in India.	Total.		
			Amount.	Converted at the Average Rate of Exchange.				
	Commercial Lines.	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
	(1.) *Open for Traffic.*							
X	North-Western—	(a)						
	Commercial Section -	32,07,14,140	571,820	94,34,260	74,22,800	1,68,57,060	1,18,12,660	−50,44,400
	Gradient Improvements -	63,68,130						
XI	Hyderabad-Shadipalli - -	17,06,980	—	—	66,750	66,750	28,470	− 38,280
XII	Oudh and Rohilkhand -	10,38,07,250	336,909	55,58,540	10,560	56,69,100	52,00,920	− 4,50,000
	Lucknow-Rae Bareli-Benares	24,58,090	—	—	81,820	81,820		
XIII & XLVII	Eastern Bengal - -	(a) 11,48,33,390	155,613	25,67,400	31,32,260	56,99,660	70,69,690	+13,70,030
XL	Pálanpur-Deesa - -	2,05,960	—	—	6,400	6,400	8,900	+ 2,500
XLVIII	Burma - - -	5,35,07,020	—	—	21,27,540	21,27,540	25,30,850	+ 4,03,310
	Cherra-Companyganj - -	7,79,006	—	—	31,140	31,140	3,240	− 27,900
LXVIII	Jorhát - - -	8,10,830	—	—	32,000	32,000	14,340	− 17,660
	Umaria Colliery - -	9,95,230	—	—	40,660	40,660	29,360	− 11,300
	Warora Colliery - - -	16,76,940	—	—	64,820	64,820	−5,360	− 70,180
	Total open State Railways (Commercial)	60,78,62,960	1,064,342	1,75,60,200	1,30,16,750	3,05,76,950	2,66,93,070	−38,83,880
	(2.) *Unopen Lines.*							
V	Godhra-Ratlam - - -	1,35,12,980	—	—	4,55,110	4,55,110	43,960	− 4,11,150
XVI	East Coast - - -	3,82,99,860	—	—	13,36,840	13,36,840	1,54,560	−11,82,280
XLVI	Assam-Bengal - -	8,12,350	—	—	19,090	19,090	—	− 19,090
L	Mu Valley - - -	1,79,44,730	—	—	6,63,730	6,63,730	−2,72,660	− 9,36,390
	Bareilly-Rámpur-Moradabad	66,34,230	—	—	1,86,770	1,86,770	—	− 1,86,770
	Stores - - - -	1,19,460	—	—	34,090	34,090	—	− 34,090
	Nágpur-Chhattisgarh Depreciation Account	5,34,320	—	—	20,630	20,630	—	− 20,630
	Vizagapatam-Raipur* -	2,45,040	—	—	9,800	9,800	—	− 9,800
	Biláspur-Etáwah Survey* -	75,140	—	—	3,000	3,000	—	− 3,000
	Ránaghat-Bhagwangola* -	3,02,440	—	—	12,090	12,090	—	− 12,090
	Southern Mahratta* - -	5,27,070	—	—	21,080	21,080	—	− 21,080
	Total unopen State Railways (Commercial) -	7,90,07,620	—	—	27,62,230	27,62,230	−74,140	−28,36,370
	Total open and unopen State Railways (Commercial)	68,68,70,580	1,064,342	1,75,60,200	1,57,78,980	3,33,39,180	2,66,18,930	−67,20,250

	Rs.	North-Western Railway. Rs.	Eastern Beng Railway. Rs.
(a) Capital as above—			
Commercial section - - - -	32,07,14,140		
Military section - - - - -	12,18,14,130		
		44,25,28,270	11,48,33,390
Deduct premium - - - - -		2,93,38,040	1,13,64,370
Amount shown as capital in the published finance accounts of the Government of India - - - - -		41,31,90,230	10,34,69,020

* Abandoned or in abeyance.

Statement No. 3A.

State Railways (Military).

Serial Number.	Railway.	Capital Outlay to the 31st of March 1894.	Interest Charges for 1893-94.				Net Earnings for 1893-94.	Gain or Loss (+ or −).
			Sterling (paid in England) Interest and Annuity.		Charged in India.	Total.		
			Amount.	Converted at the Average Rate of Exchange.				
	Military Lines.	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
	(1.) *Open for Traffic.*							
X	North-Western :—							
	Military section* - -	12,18,14,130	—	—	48,63,640	48,63,640	−5,79,910	−54,43,550
	Total open State Railways (Military) -	12,18,14,130	—	—	48,63,640	48,63,640	−5,79,910	−54,43,550
	(2.) *Unopen Lines.*							
XX	Mushkaf-Bolán - - -	1,01,26,690	—	—	2,92,770	2,92,770	—	− 2,92,770
XXI	Mári-Attock - - -	38,26,130	—	—	1,36,320	1,36,320	—	− 1,36,320
	Petroleum Operations (Baluchistan).	1,24,670	—	—	5,370	5,370	—	− 5,370
	Frontier Railways, Reserve Material.	43,57,950	—	—	1,71,550	1,71,550	—	− 1,71,550
	Peshawar Railway Reserve Material.	3,67,760	—	—	14,710	14,710	—	− 14,710
	Total unopen State Railways (Military)	1,88,03,200	—	—	6,20,720	6,20,720	—	− 6,20,720
	Total open and unopen State Railways (Military) -	14,06,17,330	—	—	54,84,360	54,84,360	−5,79,910	−60,64,270
	Grand Total State Railways (Commercial and Military) - -	82,74,87,910	1,064,342	1,75,60,200	2,12,63,340	3,88,23,540	2,60,39,020	-1,27,84,520

* Including the line from Ruk to Chaman, and on the Quetta loop; Sibi to Bostán *vid* Bolán and Quetta; also the Sind-Sagar line from Lála Músa to Sher Shah junction with branches; and the lines from Golra to Khusálgarh and Muzaffarabad junction to Sher Shah, the late Salt branch, metre gauge, and the Miánwáli Mári branch railway.

STATEMENT No. 4.

STATE RAILWAYS WORKED BY COMPANIES.

RESULTS to the STATE of working lines constructed or purchased by GOVERNMENT and worked by COMPANIES for the OFFICIAL YEAR 1893–94.

Serial Number.	RAILWAY.	Capital outlay to the 31st of March 1894.	INTEREST AND ANNUITY CHARGES FOR 1893–94.				Net Earnings (*less* surplus Profits paid to Shareholders) for 1893–94.	Gain or Loss (+ or −).
			Sterling (paid in England).		Paid in India.	Total.		
			Amount.	Converted at the Average Rate of Exchange.				
		Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
I	East Indian - -	(a) 40,77,97,560	1,478,274	2,43,89,530	27,44,000	2,71,33,530	3,55,85,390	+84,51,860
IV	Bhopal-Itársi (British Section).	(b) 21,38,260	—	—	81,680	81,680	52,040	− 29,640
VI	Wardha Coal - -	49,87,690	—	—	1,99,510	1,99,510	89,220	− 1,10,290
VII	Dhond-Manmád -	1,11,80,860	—	—	4,45,360	4,45,360	3,48,570	− 96,790
	Bezwada Extension -	14,26,540	—	—	56,960	56,960	18,510	− 38,450
XXXVII	Bengal and North-Western — Tirhoot Section.	2,49,83,630	—	—	9,96,850	9,96,850	13,46,690	+ 3,49,840
XXXIX	Rajputana-Malwa -	13,10,84,570	—	—	52,83,410	52,83,410	1,22,98,390	+70,14,980
XLII	Guntakal - Mysore Frontier.	58,58,100	—	—	2,32,340	2,32,340	1,17,720	− 1,14,620
XLIV	South Indian - -	(c) 8,28,53,640	180,394	29,76,260	10,22,120	39,98,380	29,07,680	−10,90,700
XLV	Máyavaram-Mutupet	22,71,690	—	—	78,070	78,070	—	− 78,070
	Total -	67,45,82,480	1,658,668	2,73,65,790	1,11,40,300	3,85,06,090	5,27,64,210	+1,42,58,120

(a) Capital as above - - - - - - - - - - - Rs. 40,77,97,560
Deduct premium - - - - - - - - - - - Rs. 6,55,00,000

Amount shown as capital in the published finance accounts of the Government of India - - Rs. 34,22,97,560

(b) Including Rs. 60,570 expended by the State on the survey of this line, but not included in the capital account of the Railway.

(c) Capital as above - - - - - - - - - - - Rs. 8,28,53,640
Deduct premium - - - - - - - - - - - Rs. 98,92,770

Amount shown as capital in the published finance accounts of the Government of India - - Rs. 7,29,60,870

STATEMENT

Direct ANNUAL GAIN or Loss to the

Year.	Guaranteed Railways (excluding East Indian, Eastern Bengal, Sind, Punjab and Delhi, Oudh and Rohilkhand, and South Indian Railways from 1872–73).				State Lines worked by the State.			
	Capital withdrawn for Expenditure to end of each Year.	Net Traffic Receipts, less Moieties of Surplus Profits paid to Companies.	Guaranteed Interest.	Loss to the State.	Capital Expenditure.	Net Receipts.	Interest and Annuity. (*d*)	Loss to the State.
	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
1858–59 to 1871–72 -	—	21,486,092	38,910,797	17,424,705	1,552,619	−6,164	138,566	144,730
1872–73 - -	40,354,274	1,146,031	2,160,243	1,014,212	19,845,798	11,580	1,005,949	994,369
1873–74 - -	39,402,681	1,218,075	2,185,593	967,518	22,005,093	315,538	1,084,955	769,417
1874–75 - -	40,794,561	1,309,673	2,204,254	895,181	23,643,205	587,818	1,185,596	597,778
1875–76 - -	40,531,949	1,490,240	2,263,668	773,428	26,205,423	821,021	1,297,668	476,647
1876–77 - -	40,679,454	1,899,241	2,386,500	487,259	28,538,284	566,967	1,448,165	881,198
1877–78 - -	41,301,759	2,827,993	2,831,834	3,841	31,429,069	931,597	1,539,457	607,860
1878–79 - -	41,682,705	1,619,109	2,473,255	854,146	33,178,146	805,422	1,693,385	887,963
1879–80 -	41,764,715	1,448,896	2,481,400	1,032,504	36,073,275	968,613	1,777,260	808,647
1880–81 - -	41,742,884	1,722,573	2,488,599	766,026	39,794,470	1,370,332	1,889,329	528,997
1881–82 - -	42,075,110	2,343,565	2,496,263	152,698	41,033,885	1,120,266	2,000,945	880,679
1882–83 - -	42,168,326	2,132,401	2,533,920	401,519	42,615,781	1,256,415	2,133,951	877,536
1883–84 - -	42,629,697	2,137,094	2,539,530	402,436	45,068,279	1,360,863	2,155,659	794,796
1884–85 - -	43,096,508	2,293,615	2,588,135	294,520	(*a*)49,315,639	1,538,771	2,244,336	705,565
1885–86 - -	43,682,117	2,503,229	2,761,684	258,455	(*b*)57,441,360	1,928,223	2,568,277	640,054
1886–87 - -	43,529,450	2,662,601	2,908,441	245,840	62,123,459	1,797,584	2,873,116	1,075,532
1887–88 - -	43,837,158	2,494,404	3,007,228	512,824	65,187,865	1,545,074	3,063,971	1,518,897
1888–89 - -	44,343,227	2,742,916	3,105,916	363,000	(*c*)68,551,352	1,829,123	3,243,347	1,414,224
1889–90 - -	44,628,363	2,521,976	3,084,675	562,699	70,228,102	2,322,253	3,203,214	880,961
1890–91 - -	45,091,263	2,841,185	2,844,547	3,362	71,980,689	2,319,183	3,150,571	831,388
1891–92 - -	45,137,155	2,770,064	3,069,430	299,366	75,113,334	2,677,615	3,355,444	677,829
1892–93 - -	45,207,409	2,662,489	3,438,635	776,146	78,398,337	2,177,320	3,681,650	1,504,330
1893–94 - -	45,276,701	2,812,558	3,557,492	744,934	82,005,862	2,621,612	3,885,506	1,263,894
1894–95 (revised estimate)	45,629,601	2,439,200	3,956,900	1,517,700	84,917,562	3,112,600	4,182,900	1,070,300
TOTAL - -		71,024,620	101,778,939	30,754,319	—	33,979,626	54,813,217	20,833,591

(*a*) Includes capital expenditure on Eastern Bengal Railway, prior to purchase as under:

	£
Share capital at time of purchase	2,255,480
Premium on ditto	1,136,437
Debentures and debenture stock	1,023,658
Total	4,415,575

(*b*) Includes capital expenditure on the Sind, Punjab, and Delhi Railway prior to purchase as under:—

	£
Share capital at time of purchase	11,075,320
Premium on ditto	2,933,804
Total	14,009,124

(*c*) Includes 10,336,049*l.* on account of purchase money of the Oudh and Rohilkhand Railway.

(*d*) Interest on capital outlay calculated at 4 per cent., except on 1,000,000*l.* lent by His Highness the Maharaja Holkar for the construction of the Holkar State Railway, on which 4½ per cent. is paid by the State.

(*e*) Includes the following amounts in connection with the acquisition of the South Indian Railway by the State.

	£
Debt created for redemption of share capital	4,197,557
Debenture stock taken over	425,000
Debentures taken over	1,070,000
Total	5,692,557

This figure differs from the purchase money entered in the Finance and Revenue accounts of the Government of India, in which 1,000,000*l.* received from the company is treated as reduction of debt.

NOTE.—The figures from 1872–73 include "Loss by exchange," and the results shown against State railways from 1880–81 and onwards include certain annually increasing payments towards sinking funds for redemption of capital.

No. 5.

STATE from RAILWAY OUTLAY since 1858.

State Lines worked by Companies, excluding the East Indian Railway.				East Indian Railway.				Loss to the State on working the Railway System of India.	Other Charges.	Total Loss to the State.
Capital expended.	Net Receipts.	Interest and Annuity. (*f*)	Loss to the State.	Capital expended.	Net Traffic Receipts, less Surplus profits paid to Share-holders.	Interest and Annuity.	Gain to the State.			
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
403,400	—	14,867	14,867	—	(*h*)	(*h*)	(*h*)	17,584,302	2,448,644	20,032,946
2,941,679	48,578	216,878	168,300	30,920,008	1,584,830	1,586,905	−2,075	2,178,956	177,644	2,356,600
4,646,812	48,436	262,658	214,222	31,164,161	1,943,933	1,613,216	330,717	1,620,440	167,428	1,787,868
6,560,347	96,974	321,409	224,435	30,529,456	1,792,600	1,621,238	171,362	1,546,032	62,765	1,608,797
8,433,562	159,423	380,382	220,959	30,582,522	1,680,338	1,637,973	42,365	1,428,669	130,091	1,558,760
9,734,320	189,818	433,016	243,198	30,600,227	2,252,092	1,741,830	510,262	1,101,393	44,814	1,146,207
11,502,783	299,083	489,365	190,282	30,759,994	2,455,714	1,715,335	740,379	61,604	88,546	150,150
13,462,694	241,118	578,218	337,100	31,381,420 (*g*)	1,928,410	1,818,712	109,698	1,969,511	106,181	2,075,692
15,499,419	269,817	658,518	388,701	37,779,596	2,563,667	1,821,323	742,344	1,487,508	82,967	1,570,475
17,282,260	334,639	735,991	401,352	38,242,989	2,421,288	1,653,794	767,494	928,881	115,322	1,044,203
19,238,660	635,334	811,465	176,131	38,733,469	3,085,081	2,021,697	1,063,384	146,124	139,831	285,955
20,521,702	777,084	914,126	137,042	38,883,838	2,547,702	2,085,630	462,072	954,025	352,169	1,306,194
22,807,353	967,911	1,042,126	74,215	39,110,477	3,030,972	2,072,270	958,702	312,745	−7,506	305,239
27,262,817	915,207	1,170,640	255,433	39,404,979	2,505,529	2,103,200	402,329	853,189	198,562	1,051,751
30,053,692	1,103,987	1,335,277	231,290	39,660,122	2,849,305	2,228,267	621,038	508,761	222,952	731,713
34,252,218	1,246,064	1,602,842	356,778	39,823,790	3,015,407	2,320,048	695,359	982,791	205,877	1,188,668
38,365,035	1,237,599	1,764,332	526,733	39,884,454	2,974,710	2,391,733	582,977	1,975,477	146,909	2,122,386
42,998,060	1,464,831	2,062,993	598,162	39,888,069	2,811,607	2,526,563	285,044	2,090,342	143,050	2,233,392
46,235,529 (*e*)	1,584,798	2,164,590	579,792	39,955,263	2,821,099	2,401,042	420,057	1,603,395	249,206	1,852,601
49,691,712	1,824,738	2,203,731	378,993	39,942,431	2,974,118	2,219,193	754,925	458,818	228,473	687,291
51,025,666	2,151,405	2,323,124	171,719	39,869,319	3,353,829	2,376,332	977,947	171,417	144,446	315,863
52,980,951	2,394,503	2,580,982	186,479	40,236,379	3,298,116	2,630,624	667,492	1,799,463	47,589	1,847,052
52,652,623	2,434,981	2,648,399	213,418	40,779,756	3,558,539	2,713,353	845,186	1,377,060	158,443	1,535,503
54,709,223	2,788,400	2,874,700	86,300	41,133,856	3,420,400	3,009,600	410,800	2,263,500	153,600	2,417,100
—	23,214,728	29,590,629	6,375,901	—	(*h*)	(*h*)	(*h*)	45,404,403	5,808,003	51,212,406

(*f*) Includes the following amounts for advances, and repayments of advances, of interest:—

—	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-4.	1894-95, Revised.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Advances	5,188	16,807	34,154	45,239	—	—	—	—	—	—	—	—	—	—
Repayments	2,762	4,524	3,249	618	119	1,616	24,764	42,768	49,103	31,480	32,994	17,883	34,054	38,900
Net	2,426	12,283	30,905	44,621	−119	−1,616	−24,764	−42,768	−49,103	−31,480	−32,994	−17,883	−34,054	−38,900

(*g*) This sum is thus arrived at—

*	Capital of East Indian Railway at time of purchase	£	26,200,000
*	25 per cent. premium thereon	„	6,550,000
*	Debentures and debenture stock	„	4,450,000
	Outlay subsequent to purchase	Rx.	154,248
	Outlay of the Dildárnagar-Gházipur, Nalháti, and Patna-Gya Railways	„	425,348
	Total	Rx.	37,779,596

* Of these amounts, 27,623,386*l.* will be redeemed by an annuity terminable in 1953, which annuity is entered in the column "Interest and Annuity."

(*h*) Figures are not available, and are included under guaranteed railways.

CHAPTER II.

WORKS COMPLETED AND IN PROGRESS.

East Indian Railway (Standard Gauge).

About 43 miles of 85-lb. steel rails were laid on the Howrah district during the year.

The whole of the Jherria extension, including the Chanch branch, 36·68 miles, was completed, as also the several sections of the Toposi branch extension, 29·97 miles in length.

A siding to the river, 7,400 feet in length, was constructed about 2 miles below Maharajpur, and the Sakrighât branch, 4·95 miles in length, was closed in December 1894, owing to the channel at Sakri having silted up.

The following important works were completed: The branch line to the river at Sultangunge; strengthening floor of the Jumna bridge, Allahabad; junction arrangements with Indian Midland Railway at Mánikpur; alterations to the joint yard at Moghal Sarai; watering arrangements, Hooghly; remodelling rolling mills, Jamálpur.

The new cast iron foundry at Jamálpur was commenced and the steel foundry was sanctioned.

Protection works at the east abutment of the "Jubilee" bridge were in progress and fencing throughout the line was being renewed.

Eastern Bengal (State) Railway System (Standard, Metre, and Special Gauges).

2. The following works were carried out during the year:—

Twenty thousand Denham-Olphert's sleepers were laid on the Eastern section, and the fencing of the Budge-Budge branch was completed. The points at Naihâti, Kánchrapára, Chitpore and Calcutta were grouped.

Carriage sheds were erected at Kánchrapára, Katihár, and Dacca, and that at Teesta was extended. A tea shed was constructed at Siliguri, and a supply of filtered water to the passengers at Sealdah and the staff at Narculdanga was arranged for during the year.

Additional quarters for the staff were provided at many stations, including a block of 20 units for conservancy menials at Saidpur, 18 units for locomotive menials, 6 units for traffic menials, and 10 double units for locomotive subordinates at Katihár.

The new Manihári Ghât line for 1894-95 was laid and permanent gate lodges were built on the Behar section.

The work of protecting the riverbank at Raita by stone pitching and brick filling was completed early in the year. There has been no serious alteration in the Ganges banks between Sára and Surdah, but the Sára bank is at present in a critical condition and the river is making a dead set on it.

About 3¼ miles of road were relaid with steel rails on the Northern section, the total length relaid up to 31st March 1895 being 116·25 miles. On the eastern section a length of about 3¼ miles was relaid, making a total of 109·28 miles relaid up to the end of the year 1894-95.

The following works were in progress at the end of the year:—

A siding, 8½ miles long, off the Dámukdia branch to Golbatan on the river Ganges; ballasting the bowl sleeper line between Belgáchhi and Rajbári; alterations and additions in the yards at Budge-Budge and Porádaha; permanent station building with goods shed, &c., at Bánpur; protection of the river bank at Kooshtea; permanent gate lodges on the Northern and Dacca sections; strengthening and replacing girders on the Northern and Kaunia-Dharlla sections; goods sheds at Atrai and Náráyanganj; engine turntable at Jalpáiguri; ashpits and water columns at Forbesganj; grouping points at Dacca, Náráyanganj and Mymensingh; seventeen blocks of permanent-way gangs' quarters; medical officers' quarters at Saidpur, and bungalows for shore officer and transhipment foreman at Sára.

Bengal Central Railway (Standard Gauge).

3. In addition to ballasting of the main line between Dum-Dum and the 45th mile and the worst places on the Khoolna section, the bad parts of the Ránaghat branch have also been taken in hand.

A siding from the small arms ammunition factory at Dum-Dum to the railway station at the cantonment has been approved of by the Government of India, and the work will be taken in hand without delay when definite sanction to the estimates is received.

Oudh and Rohilkhand (State) Railway (Standard Gauge).

4. The total length of line now laid with 75-lb. steel rails is 473·95 miles, including the Lucknow-Rae Bareli section and the Bareilly-Rámpur-Moradabad chord line. The length laid with 60-lb. steel rails is 175·48 miles, and the remaining 147·75 miles are laid with 72-lb. and 60-lb. iron rails. On the Cawnpore branch 26 miles have been renewed with Deodar sleepers. A temporary crossing station between Chodiala and Saháranpur has been made permanent, and a permanent one named Bundki has been introduced between Nagína and Najíbadad to shorten the runs. New crossing stations between Farídpur and Bareilly, Sháhjahánpur and Tilhar, and Akbarpur and Goshainganj, are under construction for the same reason.

North Western (State) Railway.—Gradient Improvement Works between Jhelum and Ráwalpindi (Standard Gauge).

5. The new alignment between Tarki station and Soháwa tunnel, 4·73 miles, being part of the Bakralla project, was opened to traffic in May 1894. There now remain only 23·7 miles of new alignment to complete the whole scheme, viz., Domeli to Tarki, and mile 980 to Ráwalpindi.

All bridge work has been completed on both these sections, excepting one span on the Kurung bridge, over which a temporary girder has been placed to allow construction trains to work over the bridge. All banks and cuttings are approaching completion; ballast has been laid over half the length, and permanent-way linked in almost throughout. The work should be completed in October 1895.

Of the total distance from Jhelum to Ráwalpindi, 76·25 miles, 64·25 miles will have been constructed on new alignments, with a ruling grade of 1 in 100, compensated, on all curves sharper than 1,700 feet radius, the net cost being about Rs. 60,00,000 for all main heads except permanent-way. The remaining 12 miles consist of portions of the original line, which required no alteration. New permanent-way, chiefly on steel sleepers, will have been laid over some 71 miles of the entire distance at a net cost of some 12 lakhs of rupees. The original 62-lb. permanent-way remains unaltered at stations.

The following new major bridges and tunnels have been built:—

Name of Work.	Description.	Length out to out.	Height above River Bed.
		Ft. ins.	Ft. ins.
Bakralla Bridge	9 spans, 40 ft. arches	460 0	44 0
Soháwa Culvert	3 „ 15 „ „	Barrel 196 0	—
Bhaikhan Bridge	4 „ 80 „ girders	346 0	72 0
Ling Bridge	5 „ 86 „ „	432 0	79 6
Sohan Bridge	7 „ 86 „ „	691 0	29 0
	2 „ 43 „ „		
Kurung Bridge	2 „ 150 „ „	404 0	138 0
	1 „ 86 „ „		
Leh Bridge	3 „ 86 „ „	259 0	52 0
Ling Tunnel	-	Barrel 402 0	—
Kurung Tunnel	-	Barrel 111 4	—

North-Western (State) Railway System (Standard Gauge).

Main Line.—The work of strengthening weak girder bridges was in progress, the greater part of the project being completed. Of the large bridges referred to in the last report, the renewal of girders of the Jhelum bridge was completed and the new bridge opened to traffic on the 20th December 1894. The conversion of the old railway bridge for the passage of cart and passenger traffic was in progress during the year. Work in connection with the reconstruction of the Haroo bridge near

Lawrencepur progressed steadily and is nearly completed. The sinking of the last well at Chablat, four miles north of Hasan Abdál, was accomplished, and the renewing of the bridge will, it is hoped, be completed by June 1895. Bridges over the Budhoo nulla and the Hindu and Kala Nudee rivers were completed during the year.

The repairs to protection works of the "Alexandra" bridge at Wazirabad were completed during the year.

Of the doubling of the line between Kotri and Kurrachee, the first section of 26 miles from Kiámári to Pipri is now in progress.

Troop Traffic Works.—Several works in the shape of sidings, platforms, &c., which were in progress at the beginning of the year, were completed. Among these were the combined commissariat and transport sidings and platforms at Ráwalpindi, and a new troop platform and siding at Ferozepore cantonment. New crossing stations between Gílawála and Shujabad, and Ahmadpur and Chanigot were completed, and those between Firoza and Khánpur, Khánewal and Katcha Khub, Harappa and Chíchawatni, and Samásata and Mobarakpur were in hand. The Buch "flag" station in the Mooltan district was converted into a crossing station. Watering arrangements for troops and horses at several stations were in progress, and the work on the mobilization sidings at Sibi was taken in hand.

Open Line Ordinary Works.—Heavy alterations to the east end of the Amritsar station yard were carried out during the year. Overbridges for wheeled traffic and foot passengers going between the city and kutcherry were provided in place of the level-crossing. The signals have been interlocked.

Reilly's patent rigid connections were fitted to level-crossing gates at several important places on the line, and List's and Morse's patent interlocking signals and points were also fitted at several stations.

The following works were also completed during the year:—Railway Institute at Kotri; altering and extending locomotive yard and re-roofing printing office, Lahore; providing a new 50 feet turntable at Gháziabad; constructing one loop and two dead end sidings at Rájpura; providing a shunting siding 1,000 feet clear at Phillour; new officers' quarters in place of bungalow No. 10 at Kurrachee; providing additional siding and platform at Mooltan city station; constructing a new siding and shifting the existing ones at Wazirabad, and protecting the piers of the Beas bridge.

The following works were in progress:—Additional waterway and protection works, Kurrachee district; re-modelling outward goods yard in connection with the port trust import yard scheme at Bandar head; providing a low-level reservoir at Kiámári, locomotive foreman's quarters at Kurrachee; ballasting Hyderabad-Shadipalli Railway; new flood works in Sukkur district, making dip between Sher Shah and Chenab east bank, locomotive foreman's quarters at Montgomery, interlocking points and signals at the west end of Lahore yard, quarters for police inspector at Saháranpur; renewing eight waggon turntables at Kiámári; re-timbering and re-painting the "Empress" bridge; altering West Beyne bridge; providing a new 50-feet turntable at Phillour, and removing the existing 40 feet one.

Sind-Sagar Section.—The following works were completed during the year:—Additional waterways between Chalisa and Pind-Dádan Khán, and between Malakwál and "Victoria" bridge; extension of ballast siding at Mári; opening of a new flag station between Piplán and Kundián; and lengthening goods shed and platform and providing a shelter at Pind Dádan Khán. Of the works in progress the following may be noticed: Ballasting the Sind-Sagar Railway; junction station at mile 896¾; additional waterway between "Victoria" bridge and Chalisa and between Malakwál and Miani, and sub-divisional quarters at Malakwál.

Steam ferries over the Indus at Dera Ismail Khan and Dera Gházi Khan were worked during the summer season as in the previous year. The question of their future working is under consideration.

Sind Pishin section.—Surveys were in progress both at Mudgorge and between Kila Abdulla and Saiyid Hamíd. The object of the former was to get accurate information as to the changes in the configuration of the ground due to slip[illegible]and that of the latter to determine upon the best method of preserving the r[illegible]way line near Gulistán against the encroachments of the river Kandil and near [illegible]yid Hamíd to protect the line against spill water from the river Regi.

The following works were completed during the year: Fitting the dead e[illegible]s at all stations with scotch blocks; providing a catch-water drain to protect military sidings at Chaman; training works at mile 625–626 between Kila Abdulla and Shegai; constructing new gang huts between Yarú-Karez and Kila Abdulla; assistant

engineers' and clerks' quarters at Sharigh; a new coal siding at Sharigh; watering arrangements at Dirgi, and doubling and roofing lamp yard at Sibi.

The chief works in progress on this section were as follows:—Widening and draining cutting near Khost bridge mile 540; protecting north approach, Tanduri bridge; constructing Tanduri bund and protecting piers of Tanduri bridge; bunds and protection works in the Poongah river; converting 3-feet rail openings (Nos. 13 and 125) into 10-feet girder bridges, and lining and ballasting the Khojak tunnel.

At the end of October 1894, cracks suddenly appeared in tunnel No. 11. The rapidity with which they extended along it caused serious apprehension, but the measures adopted to equalise the weight on the tunnel have so far been successful that no further failure has taken place since the 14th November 1894.

Mushkaf-Bolán (State) Railway (Standard Gauge).

7. Communication over the existing temporary Bolán line from Sibi to Hirók has been maintained, except for about 10 weeks during the flood season. The line from Kolpur to Quetta has also been kept open, but communication between Hirók and Kolpur was impossible pending the completion of the new bridges. It may be noted that by the new line the distance from Sibi to Quetta will be reduced from 156 miles *viâ* Harnáí to 88 miles; and that between Sibi or Bolán and Chaman will be lessened by 26 miles.

On the first division, which extends from Sibi to mile 474½ (from Kurrachee), a length of about 25 miles, the earthwork, with the exception of sloping the various cuttings and completing banks near some of the larger bridges, may be said to be complete. There are eight tunnels on this division. The arching of all is completed, also the underpinning and excavation of two. The others are progressing rapidly, and all will be ready for the rails before the end of June. The masonry of the bridges and culverts is almost complete, except in bridges Nos. 36 and 39. All the heavy girders have been erected except two spans of 100 feet at bridge No. 52 (4 by 100 feet), and one of 200 feet for bridge No. 36, which has not yet arrived. The erection of two-thirds of the small spans is complete, but some unimportant 6-feet openings have been deferred for the present. Most of the ballast from the top of the Mushkaf gorge to Panir has been collected and partially spread on formation, and below the Mushkaf gorge 6 cubic feet per foot run has been trained out and spread. The plate-laying of the permanent line cannot be begun for want of material till the old Bolán line, *viâ* the Kundlání gorge, is pulled up; but a temporary line was laid up to the south mouth of the Panir tunnel by 22nd June 1894, and though breached by floods from 29th June to 15th September, it has been most useful for carrying materials to the site of works. The station buildings and staff quarters are complete. The ashpits and tank-houses are being put in hand. About 104 lakhs of bricks have been manufactured near Sibi and about 66 lakhs more have been obtained by contract from Jacobabad.

The second division extends from mile 474½ to 486, and includes the Panir tunnel. The ruling gradient is 1 in 55 compensated for curvature, and the sharpest curve is 1,011 feet radius. With the exception of the northern half of cutting No. 27, the earthwork is ready for the passage of trains, but a great deal of work still remains to be done on the heavy banks and cuttings on the Panir tunnel approaches to protect them against the weather, before they can be considered safe for the working of traffic. The arching of the Panir tunnel (No. 9) was completed on 22nd December 1894, the underpinning and enlargement is more than two-thirds done, and the tunnel should be ready for the rails in May 1895. Of the other tunnels Nos. 10, 11, and 11B are nearly complete, and at No. 12 the arching and the underpinning and enlargement of one side is finished, so that trains could pass through. The remaining tunnel (No. 11A) is a cut and cover, recently ordered for the security of the red cutting (No. 27), and is more than half arched over, though [illegible] commenced in January 1895. With the exception of five piers of bridge No. 135, a[illegible]he masonry of both large and minor bridges is finished, and girder erection is i[illegible]ogress. Ballast is being collected and spread. The station buildings and staff q[illegible]ters are practically completed. Ashpits and watering arrangements are in h[illegible]

[illegible] the third division, which extends from mile 486 to 495, the earthwork for th[illegible]ingle line is practically finished and partially ballasted. The masonry of nearly all the bridges is finished, and the girders of two-thirds of them are erected. None of these are of more than 30 feet span, and bridge No. 165 has been altogether eliminated by a diversion cut, thus effecting a saving of Rs. 60,000. The new type

of heavy (100-lb.) permanent-way for the 1 in 33 section above Áb-i-Gum has not yet arrived from England, but the plate-laying with 75-lb. flat-footed rails and steel sleepers below Áb-i-Gum is in progress. The station buildings have all been completed, and the platforms, ashpits, and watering arrangements at Áb-i-Gum are in progress.

The fourth and fifth division extend from mile 495 to 513. The ruling gradient is 1 in 25 as far as Kolpur (mile 511½), and there is a large number of curves of 1,433 to 1,146 feet radii; the sharpest curve of all is 900 feet radius.

The earthwork for the single line is practically completed, except sloping off cuttings, dressing, side drains, &c. The masonry of all the bridges is completed, and all the girders are either erected or well in hand, and trains should run through between Kolpur and Mach by the middle of April 1895, mostly over the permanent line. The laying of the heavy (100-lb.) permanent-way is in progress, and a large proportion of the ballast has been spread. All the stations, buildings, and machinery are completed except at Dózán, where their construction is held in abeyance, owing to the uncertainty of the arrangements which will be required if the line is doubled. A few ashpits and water columns, &c., have still to be provided at Kolpur and Mach, when their exact position has been settled with the North Western (State) Railway authorities; the pipe line at the latter station is being extended to a spring of excellent water.

The delivery of the girders, which began to arrive in June 1894, was seriously delayed owing to breaches in the line between Kurrachee and Jacobabad. The total amount erected between September 1894 and March 1895 was 4,800 tons, and it is expected that all will be erected by the end of April.

In July 1894 the old line through the Kundláni gorge was wrecked by floods; it was repaired by the end of August, and since then there have only been slight interruptions to traffic. It is hoped that the new permanent line may be sufficiently advanced by May to admit of this old line being dismantled before the flood season; nothing will then remain of the old Bolán line except the bit from Nárí Bank to Rindli.

It is expected that the single line from Kolpur to Mach will be practically complete by the end of May, and that through communication, established thence to Nárí Bank through the Panir tunnel and over all the principal bridges in the Mushkaf Valley, except the one at Ocepur, will be effected by the end of June, so that the only place where serious interruptions by floods need be feared will be between Ocepur and tunnel No. 7. If the girders for the Ocepur bridge come out by the beginning of September, and if sufficient funds are supplied, the line should be ready for opening for traffic by the end of December. The doubling of the steep-grade portion between Áb-i-Gum and Kolpur will still remain, and for this sanction has not yet been accorded.

Márі-Attock Railway (Standard Gauge).

8. *Campbellpore Division.*—This comprises the portion between Rohmia and Basál. The earthwork is practically complete throughout, with the exception of three or four of the larger banks and cuttings. Progress has been made during the year with the opening out and masonry lining of the tunnels to the extent allowed by the limited grant; it is proposed to push on with the tunnel work in 1895–96, but it is not likely that the whole of the tunnels (aggregating 7,000 cubic feet) will be completed till the summer of 1896.

The bridgework is all practically complete, the major bridges built being as follows:—

Maximum height.	Length, out to out, of abutment.	Name of Rivers.	Description of Bridges.
Ft.	Ft.		
101	599	Harroo	3 spans, 150 ft. girders and 3 „ 25 „ arches.
125	656	Nandna	4 „ 150 „ girders.
		No. 15	1 „ 40 „ „
109	394	Sakrdara	3 „ 100 „ „
43	265	Jalhar	3 „ 60 „ „
33	177	Bhatiote	2 „ 60 „ „
31	122	Ghatoor	1 „ 60 „ „
31	122	Basál	1 „ 60 „ „

Langar Division.—All work on this division, which extends from Langar, mile 41 to mile 74, has been in abeyance during the year; the bulk of the lighter earthwork was done in 1892–93, the heavy work being still untouched. Three rest-houses have been completed, and the heading of the Chab tunnel, 1,000 feet long, has been driven. No progress has been made with any of the bridges.

Wazirabad-Lyallpur Railway (Standard Gauge).

9. The construction of a branch from Wazirabad to Lyallpur, a distance of about 100 miles, as a cheap low-speed line, to serve the tract irrigated by the new Chenab Canal, was sanctioned in December, and work on it has been commenced.

Kotri-Rohri Chord Line (Standard Gauge).

10. The Kotri-Rohri chord line, as sanctioned for construction in November, extends from Rahuki on the Hyderabad-Shadipalli Railway, 10 miles from Kotri, to Rohri, a distance of about 182½ miles. Sanction for the survey of the whole length of 194 miles, including the bridge over the Indus, was given in October 1894.

The survey was started at the southern end about the middle of November, and at the northern end early in January; at the close of the year 132 miles were located, but alternative lines have still to be run on a length of 14 miles. Construction was started in January, and at the close of the year earthwork had been commenced on about 50 miles, of which nearly two-thirds were thrown up. Brick-making was well in hand over two-thirds of the line, and a start had been made at other preliminary works. The permanent-way, which was ordered in October, had commenced to arrive.

The works on the whole length will be easy, there being no bridges of any great size on the length sanctioned for construction. The largest will probably be five spans of 40 feet. The number of small openings for irrigation is considerable.

Indian Midland Railway (Standard Gauge).

11. About 12¼ miles of timber sleepers on the Agra-Gwalior section (old Sindia Railway) were renewed with Indian Midland Railway cast-iron pots.

The work of doubling the line from Bína station to chain 1,572·50, which is a continuation of the Bína-Guna Railway, has been completed, and is being used by the Bína-Guna ballast trains. The water-wheel and works at the reservoir at Guddea are progressing satisfactorily, and the pumps will shortly be ready for use; the cantilever footpath way over the Jumna bridge at Kálpi has been completed.

The locomotive and carriage workshops and stores buildings at Jhánsi were finished, and an automatic brake examining pit at the locomotive shops has been provided. An engine shed, with steam pump and boiler, has been erected at the Cawnpore transfer sidings, and the additional works sanctioned in September 1894, consisting of a running room with outhouses for guards, two units native drivers' quarters, and a coal siding have been put in hand. New staff quarters at Bína, and a post office with outhouses are also in hand. The work of interlocking the main line points and signals at Bijoli station with Timmis' patent signal-gearing machine is in progress. Additional police quarters required at various stations were completed during the year.

Bhopal-Itársi Railway (Standard Gauge).

12. The new locomotive yards at Itársi and Barkhera were completed in the beginning of the year. The work of fencing the line and providing huts and gates at the level-crossings has been finished. The catch and shunting siding at the south end of Barkhera yard has been completed. The additional staff quarters at Bhopal, Dip, Barkhera, Budni, and Hoshangabad, quarters for the police at all stations, a block of four units drivers' quarters, and a combined dispensary and hospital assistants' quarters at Barkhera, and quarters for the pumping staff at Itársi and Bhopal were completed. The masonry protection works to the north bank of the Narbudda river, sanctioned in M[illegible]894, are in progress.

About four miles of track of jungle wood sleepers were renewed with Indian Midland Railway pot sleepers, and the work of providing the main line with new steel fish-plates and fish-bolts of a heavier type was completed during the year. The junction arrangements to admit the Bhopal-Ujjain Railway to the Bhopal yard have been completed. The construction of a siding leading to the carriage shed of Her Highness the Begum of Bhopal is in hand.

Bhopal-Ujjain Railway (Standard Gauge).

13. The earth-work, with the exception of one cutting in the 68th mile* and some gaps at the larger bridges, is finished. The masonry of the bridges should be finished and the girder erection in progress by the beginning of the rains. The earth-work and mooram soiling of the level-crossings is complete, and at some of the more important ones in Bhopal check-rails have been put in. The telegraph is complete. The collection of ballast is about to be taken in hand; the Indian Midland Railway have, however, agreed to run over the line when opened with only the mooram soiling. The permanent-way which has been laid, with station loops, from Bhopal and Ujjain up to the 68th and 106th miles, respectively, should be completed in April 1895. Stations and buildings will be taken in hand as soon as the bridging is done; wells, however, are already being sunk. Temporary watering arrangements at Ujjain are nearly complete.

Bína-Guna Railway (Standard Gauge).

14. This railway, which runs from Bína on the Indian Midland Railway to Guna, a distance of 73·58 miles, is being constructed entirely by the Gwalior Darbar. The masonry of the large bridges, Betwa and Sindh, was ready for girders in May 1893; the twenty-one 100 feet spans were received in August 1894, but preparations for erection, owing to the high rivers and late rains, could not be undertaken until December 1894.

The girders, weighing 23 tons each, were lifted in one piece by derricks from the ground to piers 50 and 60 feet high. The first girder was lifted on 7th January 1895, and the whole lot were in place on 31st March 1895. The collection of all ballast was completed, and the whole line half-ballasted before 31st March 1895, and the line was in other respects completed with the exception of level-crossings and stations of which one-eighth and one-quarter, respectively, remained to be done.

Bengal-Nágpur Railway (Standard Gauge).

15. The following works were completed during the year:—Catch water tank at Amgaon; combined district offices at Biláspur and Chakardharpore; renewal of 5 miles of permanent-way on the Katni-Umaria section; fencing of the main line between Nágpur and Kamptee, and of Dongargarh, Biláspur, Raipur, Bhátápára, Chakardharpore, and Purulia station yards; additional drivers' and guards' quarters at Biláspur, Chakardharpore, and Ásansol stations; colliery siding for the Equitable Coal Company; flattening the slopes of the Kalhan embankment, and district officers' quarters at Biláspur and Chakardharpore stations. The following important works were in progress during the year:—Combined tank houses and institutes at Biláspur and Chakardharpore stations; erection of boundary pillars along the line; gangmen's huts on the Nágpur to Biláspur section; extension of the new audit office; assistant engineer's quarters at Biláspur, Raigarh, Jharsuguda, and Purulia stations; permanent-way inspector's quarters at Adra, Souna, and Rourkela, and improvement in the watering arrangements at certain stations on the line.

Girder Bridges.—As the waterway at mile 346 on the main line and mile 307 on the branch is insufficient, the existing culverts are being enlarged. To drain some low land between Jharsuguda station and the Eeb bridge, which is flooded by the existence of the railway bank, a 40-foot girder bridge is being erected at mile 347.

Great Indian Peninsula Railway System (Standard Gauge).

16. The new interlocking signalling arrangements at Victoria terminus, Masjid and Byculla, were completed and brought into use during the year. The works for the locomotive department at Byculla were all completed. The new local station at Mazagaon was completed, and those at Chinchpokli, Currey road, and Kurla were almost finished during the year. At Akola station, additional sidings were laid, and two platform walls and foundations for a goods shed were built. The work of [illegible]g the cylinders of the Mumbra Creek bridge at mile 25·10 with others of cast iron of 3 feet greater diameter, and filling in the space between with cement concrete was completed. Sidings were laid into the premises of the Indian Cotton Seed Co[illegible]ny at Mumbra, and for Messrs. Meakin and Company's brewery at Dapuri, near [illegible]ee, a platform being also provided for the accommodation of the latter. T[illegible]wo

* *Note.*—All mileage is reckoned from Bhopal.

permanent loop lines, with temporary block stations between Khirkiya and Palásner, were completed and brought into use in the early part of the year. The substitution of 82 lb. rails in place of the old 68 and 69 lb. rails was steadily continued during the year, and the renewal of the Khámgaon railway with the permanent-way thus released was commenced. The work of providing a uniform system of out-door signals was completed on several sections of the line. The fencing of the Dhond-Manmád Railway was continued, so that at the end of the year there remained only about 25 miles unfenced. The renewal of sleepers on the Wardha Coal Railway was carried out at the rate of 6,294 per year.

Progress with the renewal and strengthening of the girders that have been found defective in strength has been as follows:—

30 feet girders, 430 spans.—Up to the end of 1894 the strengthening of 257 spans had been completed, and work on the rest was in progress.

Bombay, Baroda, and Central India Railway type 60 feet girders, 36 spans.—Girders for all the 27 through spans had arrived from England, and 10 spans were in course of erection, viz., Oomar nala, mileage 308·79, Nágpur branch, four spans, two of which (down line) were passed for traffic on 28th January 1895, and the other two (up line) were brought into use in the beginning of March 1895, and Benisherur bridge, mileage 330·45, south-east line, six spans. Three of the nine decked spans had also arrived.

Chinni Creek type 100 feet girders, nine spans.—The single spans at the Singla (mile 531·34) and Kareli (mile 552·38) bridges, north-east line, were replaced during the year by others in stock, the new structures being brought into use in June 1894. Four out of the five spans for the Kali Marchan bridge (mile 388·67, north-east line,) had arrived from England, and were in course of erection. The ironwork for the Sangli and Naktwa bridges had not yet arrived.

Waghur and Mannair type 62 feet girders, 16 spans.—The strengthening of the girders in the Waghur viaduct was commenced.

Ehegaon viaduct, Thal Ghât, six spans of 142 feet girders.—The best plan of strengthening these girders without stopping the traffic is still under consideration.

Thána Creek, one span of 84 feet girders.—This was damaged during the year by a girder in transmit accidentally falling on it. The work of repairing and improving the bridge was taken in hand towards the close of the year.

The piers of the Mussak bridge (mile 327, north-east line) which were washed away in July 1894, were re-built. The bridge was completed and re-opened in the beginning of January 1895.

Bombay, Baroda and Central India Railway (Standard Gauge).

17. The new station building at Colába terminus was nearly completed at the end of the year, the rail roof columns were in position, and the roof girders which had arrived in the country were in course of erection. The Company's new general administrative offices opposite Church Gate station were commenced, and the foundations were all up to plinth level by the end of the year. At Grant road station the water service pipes in the yard were renewed with pipes of a larger bore, and additions were made to the signalling arrangements. The Falkland road over-bridge, north of the station, was completed and brought into use at the end of the year. Additional shunting sidings are being put in at Dádar junction on land temporarily lent by the Great Indian Peninsula Railway, and at Santa Cruz station a dead-end siding and cross-over road have been provided. Permanent quarters for the stationmaster and his assistant are being erected here, and have been completed at Amroli. The additional water-supply arrangements at Virár were nearly completed, and at Amroli the well has been deepened, and a water-crane and four hydrants provided. The work of strengthening two piers of the south Vaiturni bridge and one pier of the north Vaiturni bridge was finished. At Udváda a new station is being built a mile to the south of the present one, which it will replace.

[redacted] siding from the station yard to the ginning factory at Anklesvar was completed and brought into use, and permanent quarters for police and traffic staff are being erected at this station. Before the end of the year the double line between Baroda and Itola was nearly ready for use. Owing to heavy floods on the 24th July 1894, the [redacted]h abutment of the Dhádhar bridge at mile 235, near Itola, gave way. The bridge is being reconstructed, traffic being carried in the meantime over a temporary high level diversion. Wire fencing for a length of 7 miles on the Wadhwán line and 15 miles on the Godhra branch is being erected.

Godhra-Rutlam Railway (Standard Gauge).

18. The remaining 70½ miles of this railway from Dóhad to Rutlam were completed during the year, and the line was accordingly opened throughout for public traffic on 22nd October 1894. The opening was delayed by the fact that on the 15th June, while the west end 100 feet girder of the Anás bridge at mile 59½ was being erected, the staging caught fire, which damaged the girder and the face of the abutment. Temporary arrangements were made for passing traffic, but the damage has since been repaired, duplicate parts of the damaged girder having been obtained from England. The bridge was inspected and passed on the 13th March 1895. The heavy cutting at mile 104, which remained unfinished at the time of opening, was nearly completed by the end of the year.

At Bamnia, 88 miles from Godhra, between Amargarh and Bhairongarh, a small station is being erected in Gwalior territory, at the Durbar's special request. A large number of staff quarters for locomotive menials were in course of construction at Rutlam. Level-crossing huts had been nearly completed over the whole section, except between Dóhad and the Anás river, and wire fencing is being erected throughout.

Rutlam-Ujjain Railway (Standard Gauge).

19. The construction of a further extension of the Godhra-Rutlam Railway from Rutlam to Ujjain, 60½ miles, was sanctioned at the end of 1894, and work was started in January, but little progress could be made owing to delay in formally handing over the land, which did not commence till the 15th of February. The interval was spent in surveying a new alignment between miles 17 and 27, which has been very successful in reducing the work throughout, and in securing a better crossing of the Chanbal river.

The Chambal bridge foundations had been started, and the operations of collecting materials, burning lime, &c. were in full swing. At several of the other bridges also material was being collected and the founds taken out. The foundations all through, it is thought, are likely to give trouble, judging from the trial-pits excavated. Local quarries are not to be relied on for the bridges between miles 3 and 12, and it may be necessary in consequence to postpone the construction of these till the rails can be laid and stone trained out specially. It was proposed to lay the first 10 miles with permanent-way materials purchased from the Bhopal-Ujjain Railway, but it has been found that that line cannot spare any.

The Ratlam-Bara-Muttra line, if made, will take off from Nagda on this extension, 25½ miles from Rutlam.

The Gaekwar's Petlád Railway (Standard Gauge).

20. With the exception of 18 gate-lodges, no works of any importance were carried out on this line during the year.

Madras Railway (Standard Gauge).

21. The alterations and additions to Bowringpet station and sidings consequent on the junction with the Kolar Goldfields Railway were well advanced, as were also the alterations and improvements at the Bangalore city station (junction with the southern Mahratta Railway).

The alterations and additions to the platform and buildings at Méttupálaiyam station consequent on the junction with the Nílgiri railway have been completed, but the altération in the sidings is in abeyance in consequence of the Nílgiri Railway Company having up to date failed to lay the metre gauge sidings on their side of the platform.

The interlocking arrangements at Púdi and Tiruttani are in use: those at Mám[illegible]dúru and Puttúr stations, to which reference was made in the previous year's r[illegible] are still in progress.

The strengthening of the girders of bridges from 6 to 50 feet span has been [illegible] taken, and some of the 20 feet spans completed.

Bezwada-Madras Railway, Madras-Ennore Branch (Standard Gauge)[illegible]

22. The construction of this section, which has been entrusted to the Madras R[illegible]lway Company, was commenced late in December 1894. The earthwork for 5 out of 8½ miles

has been thrown up, the bridges are in hand, materials for the station buildings have been prepared, the indent for the rails and fastenings (East Coast (State) Railway type), was forwarded to London on 10th January 1895, and the supply of pynkado sleepers from Burma has been arranged for.

Kolar Goldfields Railway (Standard Gauge).

23. This line from Bowringpet on the Madras Railway to the Mysore gold mines terminus, a length of 10 miles, was completed during the year and has been worked by Madras Railway Company from the 1st June 1894.

It has been found necessary to renew the second-hand 75 lb. iron rails with steel rails of the same section, owing to the very heavy traffic on the line.

The Nizam's Guaranteed State Railway (Standard Gauge).

24. The construction of the new locomotive workshops at Lalagooda is approaching completion, and most of the machinery has already been removed from Secunderabad.

The only important capital works undertaken were the covering of the Hyderabad station platform and constructing a zenana platform for the ladies of His Highness the Nizam, both of which are still in progress.

East Coast (State) Railway* (Standard Gauge).

25. This railway, as sanctioned up to the end of the year, extends from a point 0·36 mile east of Tadêpalli station on the Southern Mahratta Railway to Cuttack with branches to Cocanada, Vizagapatam, and Pooree, a total length of 547 miles.

On the 31st March 1895, the main line from its junction with the Southern Mahratta Railway to Palasa, 339½ miles, together with the branches to Cocanada and Vizagapatam, 15 miles, or a total of 354½ miles were open for traffic. Details of the sections opened during the year 1894–95, and the dates of opening will be found in Appendix A to this Report.

The section from the junction with the Southern Mahratta Railway over the Kistna bridge to Bezwada, 3 miles, is being worked for metre gauge traffic only.

A further section of the main line from Palasa to Berhampore Ganjám, 46 miles, was opened for traffic on the 1st April 1895, and it is expected that the section from Berhampore Ganjám to Khurda Road, 91 miles, will be ready for opening by October 1895.

Work was in progress on the 147 miles from Palasa to Bhubaneswar throughout the year, but on the remaining 12 miles from Bhubaneswar to Cuttack from November 1894 only.

The important works completed during the year were the Lyángulya bridge at mile 293, seven spans of 150 feet girders; the Vamsadhára bridge at mile 301, nineteen spans of 70 feet girders; and the general offices at Waltair for the accommodation of the Examiner's, Traffic Superintendent's, and Locomotive Superintendent's offices. The Vizagapatam swamp line was also completed during the year for goods traffic.

The banks at several places between Bezwada and Vizianagram have been made up to the sectional height, and many of the bridges have been strengthened with additional stone pitching. Ballasting was proceeded with, and large quantities were collected in suitable depôts. A siding was laid at Cocanada port along the tidal canal to give greater facility for transhipment of traffic, and the usual low-level lines in the bed of the Gódávari river were laid for the working of the ferry. Works in connection with the improvement of stations, such as the erection of permanent buildings, goods sheds, watering arrangements, and quarters for the accommodation of locomotive and traffic staff, were taken in hand at several stations.

Assam-Bengal Railway (Metre Gauge).

26. This line, which is 740¼ miles in length, is divided into three construction sections, in which the progress has been as follows:—

Section—From Chittagong to Badarpur, with branches to Laksam and Silchar, 302¼ miles—seven divisions. Although there has been considerable delay in getting

* Excluding the Bezwada extension branch, which is worked by the Nizam's Guaranteed State Railways Company.

possession of the land in some parts, the acquisition of it is now practically complete. Earthwork has been in progress throughout the section, and in four of the divisions 70 per cent. of it has been done. Platelaying has been in progress in four divisions, and 178 miles have been laid. Major and minor bridges are being built in all divisions, except the 2nd and 7th, where, so far, only materials have been collected. At Chittagong the erection of sufficient rolling-stock for the opening of the first 128 miles of line is being pushed on. The erection of staff quarters and of the permanent workshops at Pahartoli at the 3rd mile has been started. The erection of the permanent telegraph line has been commenced. Six lakhs of wooden sleepers have been supplied and orders have been given for another lakh to complete the requirements of the section.

Section II.—Badarpur to Lumding, 112 miles (divisions 8 to 11).—The earthwork on the first 28 miles has made satisfactory progress, and will, it is hoped, soon be completed, save at the bridge approaches. A path has now been made throughout the section. Sufficient permanent-way material for 15 miles has been sent up to Badarpur, and laying has been started. This will bring the line to the foot of the hills and will admit of supplies being carried forward into them. Owing to the rugged nature of the country, the scarcity of inhabitants, and great unhealthiness and difficulty in importing provisions, the progress on the tunnels has been somewhat slow, but improved arrangements have now been made, and it is expected that next year this work will get on rapidly. In the other divisions of this section but little has been done. Attempts were made to recruit labour from the Chota Nágpur districts and the Central Provinces, but these have not been successful. The major bridges, including that over the Barak, three spans of 250 feet, and two of 20 feet, on the first 15 miles of this section are now in hand.

Section III.—Main line—Lumding to Makum with branch Lumding to Gauháti, 326 miles. Between Gauháti and Lumding the earthwork on two divisions is practically complete. The Chandrapore cutting which has given a great deal of trouble is now through, and plate-laying which has been practically at a standstill will, it is anticipated, advance rapidly. Major bridging has made good progress, and the minor bridging over several miles has been completed. On the remaining division between Gauháti and Lumding the progress, all things considered, has been very fair. Arrangements were made to recruit coolies in numbers from the Sarun and Mozufferpore districts, but though the numbers so obtained, who have been regularly employed on the works, have not been large, the experiment of importing men, as well as the arrangements for provisions, had an excellent effect in encouraging other labour and keeping down the cost of supplies. On the main line portion of this section, construction is in progress on 60 miles north of Dimapur. The work has been but recently started, but very fair progress has been made. With the rails through to Lanka on one side and Dimapur on the other, the bad bit through the Namba forest can be more easily attacked. At present, the work on this length is being confined to jungle clearing and pushing on a service road or at any rate a bridle path.

Dibru-Sadiya Railway (Metre Gauge).

27. One mile and 300 feet of line have been renewed with 50-lb. rails. A permanent engine-shed is being built at the workshops where also new sidings are being laid. In the 52nd mile a temporary bridge is being replaced by a permanent structure, and at Tinsukia some new sidings are being laid.

Bengal and North-Western Railway System (Metre Gauge).

28. *Tirhoot Section.*—A new crossing-station has been constructed and opened at Turki, 7th mile, Hajeepore branch, in place of Kurhanni at 11th mile which has been reduced to a flag station. A new bridge of 10 spans of 20 feet was constructed at the 8th mile, eastern branch, to replace the bridge of three spans, 40 feet, destroyed by floods in 1893, and three spans of 40 feet were added to the Jewas bridge at mile 31 on the same branch. The reconstruction of bridge No. 81, three spans, 40 feet, on the Sitamarhi branch was commenced in January 1895.

The dock at Mokameh ghât was brought into use, and during the dry season of 1894 the two steamers *S.S.* "*Chupra*" and "*Gorakhpur*" and four large barges being docked and thoroughly overhauled.

Company's Section.—The temporary bridges across the Gogra and Chowka rivers near Bahramghat were completed, and the temporary line connecting Gogra ghát Station of the Bengal and North-Western Railway with Bahramghat Station of the Oudh and Rohilkhand (State) Railway was opened for goods traffic. On the approach of the rains on the 15th May they were dismantled, and on the 31st December 1894 they were re-erected and through communication was restored. The loop line bridge near Bunwárchak, ten spans of 20-feet girders, was also re-opened.

Cawnpore-Gogra (Metre Gauge Link).

29. The sanction to the construction of the linking-up project was accorded by the Secretary of State on the 25th October 1894, and orders were given to start work on 5th November 1894, except on the Malhaur-Daliganj section for which orders were given on 28th December 1894. The earthwork is nearly completed, except on the Malhaur-Daliganj section, where the delay is due to the land not having been made over to the railway till the middle of February 1895. All bridges are in hand, and girders for the 30-feet spans have been ordered from England. Those for 15-feet and 20-feet spans will be supplied by the Oudh and Rohilkhand (State) Railway. Bridge sleepers and bed stones have been arranged for, and fencing material has been indented for from England. All level crossings are in progress. Kunkur ballast will be used and its collection is in progress at all points along the line. The sidings, amounting in all to $7\frac{1}{2}$ miles, will be laid with second-hand metre gauge material, and arrangements are being made to procure it from other railways. From Burhwal (late Rámnagar) to Bara Banki second-hand 60-lb. steel rails obtained from the Oudh and Rohilkhand (State) Railway, will be laid for the mixed gauge.

A new passenger station will be built at Cawnpore, and island platforms with covered sheds for passengers, will be provided at other stations. Goods platforms and sheds will be provided where required.

Bengal-Dooars Railway (Metre Gauge).

30. During the year the steamer "Teesta" has been built, and nearly all the original construction works completed.

Rohilkund and Kumaon Railway, Lucknow Bareilly Section (Metre Gauge).

31. A new station at mile 135 called "Dharmpur" has been built, and is practically completed.

Rajputana-Malwa Railway (Metre Gauge).

32. At Ahmedábad, a low-level tank to hold 30,000 gallons of water was completed and a metre gauge siding to the railway company's oil mill was laid. The new locomotive quarters at Abu road were completed and occupied during the year; the institute was also practically finished. At Mori station a new tank to hold 36,000 gallons of water has been erected on a high mass of rock near the station. At Guriya a new ashpit, 50 feet long, has been built and the water column removed from the centre of the station to the north end near the ashpit. On the Bándikui division the two new bridges—four spans of 22-feet girders each—at miles $\frac{4}{4}\frac{2}{2}$ and $\frac{4}{1}\frac{2}{2}$, between [illegible]taoli and Khalílpur stations, were completed and brought into use in July 1894. [illegible] *Háthras city the outward siding and platform wall were completed and a new* [illegible]*ng for rolling stock with a cross-over was laid in; a siding has also been laid to* [illegible]*oolchund's cotton press in the city. A new station-building has been erected at* [illegible]*rsahaiganj; quarters for drivers at Mhow have been built; and new metre gauge* [illegible]*ings for local traffic have been put in at Rutlam station.*

[illegible]*he work of re-alignment between Fatehabad and Indore was continued, and the* [illegible]*t mile 290–91 was removed from the diversion on to the newly constructed two me*[illegible] *girder bridge. 20 miles of wire fencing were erected between Sojat road and* [illegible]*aripúr and smaller lengths at other places, making in all about 33 miles. Fe*[illegible] *is also in progress on other portions of the line. During 1894 more than 40* [illegible] *of road, including $10\frac{1}{2}$ miles between Haripúr and Chandáwal, were renewed with* [illegible]*b. steel rails and the re-laying of the 10 miles between Sivaj and Dháreshwar was* [illegible]*rogress. The necessary works for the junction of the Oodeypore-Chitor Railw*[illegible]*at Chítorgarh were finished. The construction of two additional spans of 40-feet* [illegible]*irders to the bridge at mile $\frac{5}{1}\frac{3}{8}\frac{2}{8}$ on the main line is in hand.*

The Gaekwar's Mehsána Railway (Metre Gauge).

33. On the Mehsána-Viramgam branch, a third-class waiting shed has been added at Katosan road station, and at Bhankoda station a small goods platform some 40 feet in length has been built. On the Pátan branch some additional flood openings were completed, also the raising of certain banks near miles 6, 8, 12, and 17. On the Kheralu branch a 60-feet girder was added at the south end of the Motipura bridge at mile 26.

Oodeypore-Chitor Railway (Metre Gauge).

34. Work was commenced on the railway, which extends from Chítorgarh station on the Rajputana-Malwa Railway to Debari, near Oodeypore, a distance of 60½ miles, in March 1894, and steady progress has been made. The earthwork has been completed, and all the bridges, except two which it is expected will be finished in April 1895. 43 miles of the permanent-way have been laid, and the remaining 17½ will be completed before the end of April 1895.

Bhávnagar-Gondal-Junágarh-Porbandar Railway System (Metre Gauge).

35. During the year the road was lowered and the bank pitched at Supedi and from mile 127 to 128 the east approach to the Bhadar bridge was completed, and additions and repairs were made to the Raidra bridge. Works in connection with the restoration of the Ujet bridge, and fencing round the workshops at Ghadechi, were still in progress.

Morvi Railway (2′ 6″ Gauge).

36. Connection was effected between the Jetalsar-Rájkot and Morvi (2′ 6″ gauge) railways at Rájkot junction station. The length over the Aji bridge, about 3,254 feet, was laid with metre gauge rails and sleepers to 2′ 6″ gauge, and loop and other necessary sidings were put in. The work was sanctioned in January and completed and opened for traffic on the 6th August 1894.

Southern Mahratta Railway System (Metre Gauge).

37. *Main Line.*—From Portugese frontier to Tadêpalli (east).—Renewals of the half-round teak sleepers, west of Dhárwár, were continued, and it is hoped that by the end of June 1895 the section up to Alnávar will be completed. The sidings, platforms, staff quarters, etc., for the Customs Department at Castle Rock were completed and brought into use. The new water-supply scheme at Hubli is now in full operation and working satisfactorily. Additional works costing nearly Rs. 34,000 to meet the requirements of the locomotive department, and an institute for railway employees, are in progress at Donakonda. The additional water-ways between Rungapuram and Nandyál to which reference was made in the last report, have been completed, but the bridges at miles 292·5 and 293·1 were again washed away by an unprecedented flood. A minute survey has been made of the adjoining catchment areas, and proposals for improving the water-ways of these bridges are under consideration. In the meantime, the line at these localities is worked on temporary divisions.

Poona Branch.—The renewals of "karri" wood sleepers on the Alandi ghát have been completed and those on the Salpa ghát are in progress, and will be completed by June next. The quarters for the locomotive and traffic staff at Poona junction are practically completed.

Mysore Section.—Nearly 40,000 pine sleepers, principally on the old Mysore Railway (Gubbi-Mysore section), were renewed during the year.

South Indian Railway (Metre Gauge).

38. During the year 15 miles of 40-lb. permanent-way were relaid with 50-lb. bull-headed steel rails, making the total length so relaid 441·36 miles.

Estimates were sanctioned for additional sidings, aggregating 1·97 miles, to meet requirements of traffic at certain stations.

Indent has been made on England to provide overhead bracings for the Whipple Murphy girders of the Tondiyár, Ponnaiyár, Gadilam, Old Vellár, Old Coleroon and Madugu bridges.

The re-arrangement of the Máyavaram station in connection with the Máyavaram-Mutupet Railway is nearly completed.

Máyavaram-Mutupet Railway (Metre Gauge).

39. During the year progress has been made on station works, and ballasting the line to the proper standard.

Nílgiri Railway (Metre Gauge).

40. The company which undertook the construction of the Nilgiri Railway went into liquidation on the 1st May 1894, from which date all work has been practically stopped. Since then, however, small allotments of funds have been made in order to maintain that portion of the line already completed, and to enable the more important works such as the tunnels and large bridges to be proceeded with.

The following is the present state of the works:—

Méttupálaiyam to Kullar (5 miles) completely finished; construction trains running.

Ghat section.—Rack line laid for half a mile; about one-third of the remaining 12 miles is ballasted and ready for plate-laying, the remaining two-thirds being well in hand. There are nine tunnels of an aggregate length of 1,680 feet, and of this 1,060 feet of heading have been driven. 19 out of the 24 major bridges and viaducts are in progress and 60 minor bridges have been completed. Most of the stations and buildings have been completed. Earthwork and retaining walls are about two-thirds finished.

Burma (State) Railway (Metre Gauge).

41. Thirty-seven miles of line were relaid with 50-lb. steel rails, 21 miles being on the Irrawaddy section and 16 miles on the Sittang section, 1·84 miles of siding have been laid during the year, and about 90,000 sleepers have been renewed. Fifteen miles of 5 strand-iron wire fencing were substituted for the old wooden fencing which had decayed. A new saw mill with necessary sidings and turntable is in course of construction at Insein.

The "Folly" tank adjoining Rangoon station has been filled up and the station yard re-arranged to facilitate traffic. Carriage examining pits have been provided at Rangoon, Pazundaung and Kemmendine. An artesian well has been sunk at Pazundaung to a depth of 235 feet; the water obtained is about to be tried in a locomotive engine boiler and experiments will be made to see what quantity of water is obtainable. Protective works, considered necessary, are in progress at the Pyuntaza, Byu, and Sinthe bridges. An island platform with additional sidings and over-bridge has been constructed at Myohaung junction. 42 disc signals at certain stations on the Rangoon-Mandalay line, and new double spectacle glasses for distant-signals at nearly all stations, have been provided. The over-bridge at Stockade Road (Judah Ezekiel Street) is nearing completion.

Mu Valley Railway (Metre Gauge).

42. As stated in the last report the length of line from Wuntho to Mogaung, including the Katha branch, is 156¾ miles. The Wuntho-Nankan section, 15¾ miles, having been completed, was handed over to the Burma (State) Railway, on the 1st of November 1894. It is therefore, only necessary to report on the remaining 141 miles still under construction.

North Division.—On this division which extends from Nankan, mile 168¼, to Indaw, mile 294, satisfactory progress has been made during the year, the heavy earthwork and buildings being practically completed, and the rails having been laid throughout the division with the exception of a gap of four miles. Of 12 major and 41 minor bridges six of the former and 38 of the latter are completed, and the remaining six major bridges will be finished in the course of the next two months.

* *Combined Division.*—On this division, which comprises what until the 1st of January 1895 constituted the fifth and sixth divisions, and which extends from Indaw, mile 194, to Mogaung, mile 295, the earthwork is completed as far as Mohnyin and fair progress has been made onwards up to Mogaung. Owing to difficulties in the supply of lime, bridgework has been delayed, but during the last three months good progress has been made. In the Indaw-Mohnyin section, which will probably be opened for traffic in May 1895, of 31 major and 191 minor bridges, 22 of the former and 180 of the latter are finished, and the remaining major bridges are approaching completion. In the length from Mohnyin to Mogaung no bridgework has yet been done. Rails have been laid from Indaw to Mohnyin (including Katha branch) on the permanent bank and on from Mohnyin to mile 280, partly on the bank and partly on the cess.

The usual heavy sickness prevailed in this division throughout the year.

CHAPTER III.

LINES UNDER SURVEY OR PROJECTED.

Important Standard Gauge Lines.

Cuttack-Midnapur-Calcutta and Sini-Midnapur Railway Surveys (Standard Gauge).

As mentioned in last year's report detailed estimates for the first of the above-mentioned lines have been prepared, amounting to Rs. 4,13,23,350 or Rs. 3,30,31,000 according as to whether the line is to be carried by a tunnel under the Hooghly at Budge Budge or to cross it by a ferry at Diamond Harbour.

The line from Midnapur to Sini was re-surveyed in 1893–94, and detailed estimates, amounting to Rs. 90,04,194 or Rs. 90,431 per mile, have now been received. The alignment selected. which is 99·57 miles in length, starts from a point near Midnapur station on the proposed Cuttack-Midnapur line and runs due west till it crosses the valley of the Subanrika, whence, to its junction with the Bengal-Nágpur railway, its direction is north-westerly. No towns of any great size or importance are found along the route, the largest places, excluding Midnapur, which has a population of 32,264, being Jhargram, mile 23, population, 1,690 and Ghatsila, mile 60, population, 1,464. The first 14 miles pass through a rich paddy and indigo country, but on the remainder of the line the country is but little cultivated except near the villages; it abounds, however, with many sorts of jungle produce.

There are no engineering difficulties to be encountered; unskilled labour is plentiful and cheap, and building stone, lime, and wood fuel are to be found all along the line. The only bridges of any size will be the Khorkai, 6 spans of 100 feet, and the Subanrika, 10 spans of 100 feet.

These two lines will probably both be constructed by the Bengal-Nágpur Railway Company as part of their system.

Luckeeserai-Gya Railway (Standard Gauge).

2. Negotiations for the construction of this line by private enterprise were first entered into by the Secretary of State in 1892. In February 1894 a concession, based on the new "branch line" terms was granted. The engineer sent out by the concessionaires made a survey of the line in 1892–93, and during the year his plans and estimates have been revised in communication with the Chief Engineer of the East Indian Railway. The estimate as revised is as follows :—

	Miles.				Per mile.
Luckeeserai to Gya - -	83·0	-	Rs. 1,09,63,689	or Rs.	1,32,093
Branch from Bukhtiarpore to Behar	17·5	-	„ 33,84,231	or „	1,93,385
Total - -	100·5		Rs. 1,43,47,920		

The views of the Board of Directors of the East Indian Railway are being awaited before giving sanction for the location of the project.

Gháziabad-Moradabad-Chandausi Railway Survey (Standard Gauge).

This survey, noticed in last year's report, was completed. The line from Gháziabad to Moradabad, length 85·93 miles, is estimated to cost Rs. 1,00,88,455 or Rs. 1,17,403 per mile, inclusive of a bridge over the Ganges. The estimate of traffic goods show that the line might be expected to earn a fair return on the capital required.

The branch line to Chandausi, 43·62 miles in length, leaving the main line on the east bank of the Ganges, is estimated to cost as a light feeder line, Rs. 22,41,331, or Rs. 51,383 per mile. The traffic prospects are, however, poor, and it is estimated that the net earnings would not much exceed 3 per cent. on the expenditure.

Delhi-Bhátinda-Samásata Railway Survey (Standard Gauge).

4. The revised estimates referred to in last year's report were completed. According to the scheme, as now revised, the line passes through Bhátinda, and the length from Delhi to Samásata is 401 miles.

The estimated cost is Rs. 2,58,85,742 or Rs. 64,824 per mile. As noted in last year's report this railway passes through a rich country, and the estimates of local and of through traffic are favourable.

During the current season the location of the section from Samásata to Bhátinda, 217¼ miles, has been taken in hand, and at the close of the year about 135 miles were completed.

Wazirabad-Mooltan Railway Survey (Standard Gauge).

5. Last year a survey for a line about 200 miles long from Wazirabad to Khánewal stations on the North-Western (State) Railway, with a branch 47 miles long from Pakka Mari, a place on the proposed line, to Okára on the North-Western (State) Railway was carried out. The estimates for the main line amounted to Rs. 82,92,928, and for the branch to Rs. 22,91,237. In September 1894 a somewhat modified estimate, amounting to Rs. 39,21,148, was submitted for constructing a cheap line for low speed from Kanki, near Wazirabad, to Lyallpur, a distance of about 100 miles. Sanction to the construction of this section of the Wazirabad-Mooltan Railway was accorded in December 1894, and work is now in progress.

Mári-Attock Railway (Standard Gauge).

6. *Section 74th to 96th mile.*—Work on this section has not yet been started, but an approximate estimate for the complete project, amounting to Rs. 1,43,00,000, which gives a rate of Rs. 1,78,750 per mile for the 80 miles of new line, has been received and is under consideration. The previous estimate, which included works up to the 74th mile only, amounted to Rs. 1,18,20,117.

Zhob Valley Railway, Dera Ismail Khan-Murtiza Section (Standard Gauge).

7. The question of constructing this line is still in abeyance.

Saugor-Katni Railway Survey (Standard Gauge).

8. A trial survey for this line, which extends from Katni on the Jubbulpore branch of the East Indian Railway to Saugor on the Indian Midland Railway, a distance of about 120 miles, was carried out in 1893–94, and this year the location was put in hand and has been very nearly completed. As this extension will probably create a considerable demand for Umaria coal in Rajputana and Central India, efforts have been made to obtain an effective gradient of 1 in 200 against the western-borne traffic, while a ruling gradient of 1 in 100 has been accepted for traffic going from west to east. The six miles descending into the Sonar river valley and the 14 miles from the Bearmi river to the Bharwahi summit entail heavy ghát work, but the remaining 100 miles are comparatively light.

Rutlam-Ujjain Railway (Standard Gauge).

9. The construction of this line, 60½ miles in length, was sanctioned at the end 1894, and work is in progress. The original estimate was:—

—	Miles.	Rs.
Rutlam-Nagda	25½	24,63
Nagda-Ujjain	35	28,66
		52,75

The portion between miles 17 and 27 has, however, been re-aligned, and the [illegible]nate has been revised and works out to Rs. 44,96,223, exclusive of fencing and [illegible]lling stock.

Rutlam-Muttra Railway (Standard Gauge).

10. The total length of the projected railway is about 400 miles. The first 25½ miles of this line, as far as Nagda, are already under construction as part of the Rutlam-Ujjain Railway. Of the rest of the line the portion from Nagda to the second crossing of the Chambal river (mile 222·30 from Rutlam) was surveyed and located during the year. The main direction of the route is by a line from Nagda eastward to the Sipra river at mile 41½ from Rutlam, thence north to Gerot, mile 97½, thence north-east to Bara, mile 177, and thence north to the second crossing of the Chambal at Miana. The line from Nagda to this point is estimated to cost Rs. 1,73,83,068, or excluding fencing and rolling-stock Rs. 1,45,56,165—about Rs. 74,000 per mile. The plans and estimates have been submitted to the Government of India. Alternative routes have been surveyed at certain points. The survey of the line further north to Muttra and Aligarh was in progress at the end of the year. The survey party has been instructed to make a reconnaissance from Jaor to Bándikui, and to estimate the cost of converting to the standard gauge the existing metre gauge length from Bándikui to Delhi.

Tápti Valley Railway (Standard Gauge).

11. During the year under review the Great Indian Peninsula Railway portion of the survey was reported upon by the officers concerned and the whole scheme was submitted to the Government of India in September 1894. No orders have yet been passed in connection with this project, but towards the end of the year an application was received from Messrs. Killick, Nixon, & Co., of Bombay, for a concession to construct the western portion from Surat to Amalner on feeder line terms. The application is under consideration. The line located from Surat *viâ* Vyara, Songhad, and Nandurbar to Amalner is 161 miles long, and is estimated to cost Rs. 1,26,96,714, or Rs. 78,862 per mile, exclusive of rolling stock, the value of stores to be obtained from England being calculated at 1*s.* 6*d.* the rupee. If a rate of 1*s.* 1*d.* be taken, the total is raised to Rs. 1,42,84,830, and the mileage rate to Rs. 88,726. Separate estimates have also been taken out for the following lengths :—

——	Miles.	——	Mileage Rate.
		Rs.	Rs.
Surat to Amalner	161·00	1,26,96,714	78,862
Surat to Vyara	39·50	23,91,746	60,551
Surat to Songhad	49·78	31,16,091	62,597

The portion of the line between miles 94¾ and 126¾ is being re-surveyed with a view to ascertaining whether an easier grade can be obtained.

The line surveyed by the Great Indian Peninsula Railway Company from Manmád *viâ* Dhulia and Amalner to Jalgaon is 110·14 miles long, and, taking the value of the rupee at the contract rate of 1*s.* 10*d.* for English stores, is estimated to cost Rs. 1,16,24,831, or Rs. 1,05,546 per mile. With exchange at 1*s.* 1*d.* the estimate would work out to Rs. 1,42,27,038, or Rs. 1,29,172 per mile, exclusive of rolling stock. Separate estimates have been prepared for the following lengths with exchange at 1*s.* 10*d.* :—

——	Miles.	——	Mileage Rate.
		Rs.	Rs.
anmád to Dhulia	55·35	62,14,140	1,12,270
hulia to Jalgaon	54·79	54,10,691	98,753
hulia to Amalner	21·74	18,29,073	84,134
alner to Jalgaon	33·05	35,81,618	1,08,369

[redacted]ne portions of this part of the project have, however, been recently re-surveyed ar[redacted]-aligned, and the estimates revised with the result that considerable reductions ar[redacted]sidered feasible.

Bezwada-Madras Railway (Standard Gauge).

[redacted]he project for this line, which extends from Madras to Bezwada, the present sou[redacted] terminus of the East Coast (State) Railway, was completed towards the end of 18[redacted], and has been submitted to Government.

At the Madras end it is proposed to form a junction with the Madras Railway at a new station (Salt Kotars) one and a half miles from the central station as well as to provide short junction lines to the Ráyapuram branch of the same railway. At the Bezwada end rails are laid across the bridge over the Kistna river to a point two miles from the station, at which point the survey terminates. At Gúdúr, 85 miles from Madras, the alignment meets the Nellore branch of the South Indian Railway (metre gauge) and coincides with it as far as Nellore, a distance of 24 miles. It is proposed to take over this portion of the metre gauge line and convert it to the standard gauge, incorporating it with the present project. The length of the main line is 265 miles, but the survey also includes short branches at Ráyapuram (about 1 mile), a branch from Vallur to Kattur through a series of salt factories (9 miles), and a branch from Tsundur to Guntúr (15 miles), thus bringing up the total length included in the project to 290 miles.

The country passed through is undulating and fairly open, and there are no special engineering difficulties. The line crosses a rather large number of rivers, but none of them are very formidable; the largest is the Penner at Nellore, over which it is proposed to build a bridge of 23 spans of 70 feet. The ruling gradient is 1 in 200, and the sharpest curve is of 3°, which, however, only occurs once.

A separate project was submitted in advance for the Madras-Ennore section, comprising the first 10 miles out of Madras, and its construction was sanctioned and commenced in November 1894. There are prospects of a very large suburban passenger traffic on this section.

The estimate for the whole length included in the survey is Rs. 2,13,90,270, equivalent to Rs. 73,759 per mile.

East Coast (State) Railway (Standard Gauge).

13. As noted in the last report, an ordinary steam ferry over the Godávari was sanctioned. During the year, however, this has proved to be quite inadequate, and an estimate amounting to Rs. 3,12,000 for additional steamers and flats, necessary for working a waggon ferry, has been sanctioned. Training works are necessary, and orders have been given that they should be so constructed as to be capable of being utilized for the bridge which will probably be erected over the river at no very distant date.

During the year borings have been made in the bed of the Mahanuddy in the Naraj gorge. As no rock has been met with up to a depth of 150 feet, it would seem that some other site for the bridge must be selected, and orders have accordingly been given for the carrying out of further surveys for an alignment above the Joba weir.

Raipur-Vizagapatam Railway Project (Standard Gauge).

14. During the year under review, an application was received from a London syndicate for permission to send out two engineers to make a survey of this project, and permission was given on the understanding that no prior claim to the construction of the line would thereby be conferred on them.

Sambalpur-Khurda Railway Project (Standard Gauge).

15. An offer to construct this line, made by the Bengal-Nágpur Railway Compan has been under consideration during the year, but nothing has yet been definite settled.

The extension from Khurda to Pooree has, however, been sanctioned for constructi as part of the East Coast (State) Railway.

The survey of a new crossing over the river Mahanuddy near Sambalpur has bee taken in hand. The object of the survey is to ascertain if a better and chea crossing of the Mahanuddy can be secured as compared with that fixed on by Sambalpur-Khurda survey of 1890.

Raipur-Sonpur Railway Survey (Standard Gauge).

16. A reconnaissance from Raipur to Sonpur on the Mahanuddy was also ed out during the year. Sonpur, which is on the projected Sambalpur-Khurda ay, is distant from Raipur 148 or 155 miles according as the route north or sout the Ong river is taken. The northern route is considered the better from an engi ring

point of view, and the cost of constructing it is roughly estimated at Rs. 1,22,76,130 or Rs. 83,000 per mile. The question of undertaking a detailed survey is under consideration pending the result of enquiries that are being made as to the traffic prospects of the line; an expression of opinion by the Board of Directors of the Bengal-Nágpur railway is also being awaited.

Important Metre Gauge Lines.

Mymensingh-Serajganj Railway Survey (Metre Gauge).

17. On receipt of instructions for a detailed survey for an extension from Mymensingh (the present terminus station of the Dacca section of the Eastern Bengal (state) railway) *viâ* Jamalpur, to Subrankhali, on the Brahmaputra (Jumuna) river, opposite Bogra, a distance of 70 miles, the work was commenced in February 1895. The survey is in progress.

Northern Bengal-Assam Connection Railway Survey (Metre Gauge).

18. The operations comprised in this survey are as follows :

I.—A detailed survey from Panchabibi, mile 78¾, six miles south of Hili, on the Northern section of the Eastern Bengal (state) railway, to Kaligunge (Kamarjani), a place almost due east and on the right bank of the Brahmaputra,—a distance of about 45 miles.

II.—A reconnaissance from a point selected on the left bank of the Brahmaputra (to be connected by a ferry with the above river terminus) to Gauhati,—a length of about 190 miles.

III.—A reconnaissance from Haldibari (mile 159½) on the northern section of the Eastern Bengal (state) railway, to a point on the Brahmaputra opposite Goalpara, and thence, still keeping on the same side of the river, to a point opposite Gauhati, where a ferry crossing may be established. This distance is about 230 miles.

IV.—A reconnaissance from a point on the Gitaldaha-Dhubri road to near Bogribari, where reconnaissance No. II. will meet it—a distance of about 20 miles.

On receipt of orders, three parties started work in the field in the beginning of December 1894.

The detailed survey from Panchabibi runs eastward along the highest ground and crosses the Kurutea, the only river of importance, at Goraghat which is an important place. The survey was completed in January 1895. Orders were then received to run an alternative detailed survey from Sultanpur, another station on the Northern section, to Kaligunge *viâ* Bogra. Of this, the length from Sultanpur to Bogra (about 26 miles) had previously been surveyed, so only the remaining 35 miles had to be done this season. As this alternative line passes through many important centres of trade, and would give Bogra, the head-quarters of a Civil Administration, the benefit of railway communication, it would seem to be the preferable route.

Parties Nos. II. and III. are engaged in reconnoitring the parts of the country noted above. As far as it has been ascertained, the alignment on the left bank of the Brahmaputra will prove the more acceptable from a financial point of view as it would [illegible]oid the large and expensive bridging necessitated by the line on the right bank of [illegible] river, but the country for some miles on each side of the Brahmaputra in the [illegible]gpore and Bogra districts is very changeable and practically consists of "chur" [illegible]. The main land on each bank is cut off from this land by rivers parallel to the [illegible]maputra.

Bengal and North-Western Railway System (Metre Gauge).

[illegible]. *Tirhoot section.*—Surveys for a chord line, 44 miles in length, from Hajeepore to B[illegible]sarai, and also for an extension from Garhara to Khagaria on the Boor Gunduk rive[illegible]th a branch running down to the Ganges opposite Monghyr, a total distance of 3[illegible]iles, were carried out as noticed in the last report. During the year the esti[illegible]s have been received : those for the first-named project amount to Rs. 20,13,819, or a[illegible] rate of Rs. 45,768 per mile, rolling stock being excluded; and for the latter, Rs. [illegible]109 or about Rs. 52,000 per mile inclusive of Rs. 1,92,500 for rolling-stock for t[illegible]anch. The traffic prospects of both these lines appear favourable, but the atter[illegible]ject extended to Katihár on the Northern section of the Eastern Bengal state) [illegible]lway is considered the more important and will possibly be first constructed. With a[illegible]ew to the preparation of complete estimates for the whole line sanction for

a survey of the extension to Katihár, a distance of 72 miles, was given in October 1894, and the work was commenced about three months later.

Company's section.—The plans and estimates for the Gonda-Bulrampur-Tulsipur branch, 42 miles in length, were completed, and sanction to its construction was given. Sanction was also given for the construction of a permanent bridge over the river Gogra at Bahramghât.

Surveys were commenced for an extension from Nánpára to Katania ghât (40 miles) which is on the Girwa river and near the Nepal frontier. A line from mile 97 on the main line to a point on the Gogra river opposite Turtipur with a branch to Baraj on the Rapti river, a distance of 25 miles, is also being surveyed. The construction of these two extensions has been sanctioned.

Surveys are also being made for a continuation of the line from Turtipur to Benares, 90 miles, with branches from Mau to Azamgarh, 25 miles, Mau to Ballia and Revelganj, 42 miles, and from near Sayadpur to Gházipur, 26 miles.

Cawnpore-Gogra Railway Survey (Metre Gauge).

20. Orders were given in June 1894 for the survey of a metre gauge line from Burhwal (late Rámnagar) station on the Oudh and Rohilkhand (state) railway to Cawnpore for the linking up of the metre gauge lines of the Bengal and North-Western railway north of the Ganges with the Cawnpore-Achnera section of the Rajputana-Malwa railway.

The line which is 82·67 miles in length starts from a point in Burhwal station yard, where the Bengal and North-Western railway strikes the Oudh and Rohilkhand (state) railway, 4·30 miles from Bahramghat. The alignment then passes Burhwal, Bindaura, and Damodarpur by a third rail. At mile 16·65 the mixed gauge ends, and a separate metre gauge line is laid through Bara Banki past Jugaur and on to Malhaur alongside the Oudh and Rohilkhand rails, the centres of the standard and metre gauges being 14 feet apart. At Malhaur it deviates to the west over new country and, passing Badshahnagar station, joins the Rohilkund and Kumaon metre gauge railway at the north end of Daliganj station at mile 34·52 from Burhwal junction and at mile 4·75 from Lucknow (Rohilkund and Kumaon railway mileage). At Aishbagh station, mile 37·46, the alignment leaves the Rohilkund and Kumaon railway and passing under the Oudh and Rohilkhand railway main line at mile 38·73, it joins the Cawnpore branch of the Oudh and Rohilkhand railway at mileage 40·20 from Burhwal and 2·80 of the Oudh and Rohilkhand railway from Lucknow. It then runs alongside the Oudh and Rohilkhand railway to the Cawnpore bridge station, whence a mixed gauge is laid across the Ganges bridge. The metre gauge then leaves the standard gauge again and runs alongside it up to the Oudh and Rohilkhand railway Cawnpore station passing through which it runs over the Ganges Canal, crosses an East Indian railway goods siding by a diamond crossing, and joins the Cawnpore-Achnera section of the Rajputana-Malwa railway at mile 82·67 from the junction at Burhwal.

The above section is being constructed by the State. The line beyond Burhwal across the Gogra River to Jarwal road, 9·18 miles, has been sanctioned for construction as a part of the Bengal and North-Western Railway.

Bareilly-Soron Railway Survey (Metre Gauge).

21. The survey for this scheme, noted in last year's report, was completed a[illegible] estimates submitted. Three alternative routes were investigated for the crossing the Ramgunga valley, making the length between Bareilly and Soron vary betw[illegible] 56 and 63½ miles; the longest proved to be the cheapest and was estimated to [illegible] Rs. 53,60,211. By this route the new line would utilize the Oudh and Rohilkh[illegible] (state) railway line between Bareilly and Aonla on a mixed gauge, leaving 46½ m[illegible]s of new line to construct at a cost of Rs. 1,10,523 per mile.

This railway would form a further link between the metre gauge lines north [illegible]nd south of the Ganges, but the traffic is not estimated to give a return of mor[illegible]n 4 per cent. on the outlay,

Shadipalli-Bàlotra Railway (Metre Gauge).

22. The object of the survey undertaken this season (1894-95) was, t[illegible]d if possible, a shorter and cheaper alignment than that of last year. This object [illegible]been so far attained in that the alignment now proposed is nearly 4 miles shorter [illegible] the previous one and at the same time considerably cheaper in other respects.

The line starts from Shadipalli station, the terminus of the Hyderabad-S[illegible]dipalli railway, and crosses the river Nara on a bridge of eight spans of 40 feet gird[illegible]rs about

¾ of a mile above the Thar cana weir, from whence it runs nearly due east to the village of New Chhor, It here enters the sand hills and taking a north-easterly direction crosses the Jodhpore frontier, 71 miles from Shadipalli. From the Jodhpore frontier to the junction with last year's alignment, 3¼ miles west of the village of Ramsar in the Jodhpore state, the direction is nearly due east and parallel to the frontier.

The total length of line permanently located this season from Shadipalli to the junction with the old line near Ramsar is 108·95 miles. An equal length of trial location was also surveyed as well as an alternative 17½ miles long from a point on the main line in a due easterly direction towards the village of Gudra. In addition to this an alteration was made in last year's alignment near Barmer which has considerably reduced the cost of the heavy rock cutting south of the town, but added nearly half a mile to the length of last year's line. The length of this alteration is 7·6 miles.

The total length of the line from Shadipalli to Bálotra according to this year's (1894–95) alignment is 206·18 miles being 3·5 miles shorter than that of last season's (1893–94); the saving in cost is considerable and the desert section would prove very much easier to maintain. An estimate amounting to Rs. 30,41,186, or at the rate of Rs. 42,906 per mile has been prepared for the 70·88 miles from Shadipalli to the Jodhpore frontier.

The Darbar is believed to be desirous of constructing that portion of the line which will pass through the Jodhpore state.

	Miles.
British section, Shadipalli to Jodhpore Frontier - - -	71
Native State section - - - - - -	135

Assam-Burma Connection Surveys (Metre Gauge).

23. During the first half of 1894–95 the project for that portion of the Chittagong-Akyab-Minhla alingment between Minhla and the summit of the Aeng pass was completed and submitted to Government. It was found that the ghât portion of this, some 22½ miles, would cost about 4½ lakhs per mile, while the average for the whole length of 90 miles was approximately 2½ lakhs. It was believed, moreover, that on the western side of the pass there would be some 35 miles more of very heavy work which would be little less costly than that on the eastern slope.

Owing to this very excessive cost, and also to the disapproval of the Military authorities to a coast line between India and Burma it was decided that during the field season of 1894–95, the western slope of the Aeng pass should be surveyed in detail, so as to provide a complete basis for comparison, and that a reconnaissance should be made of an alignment from the Dhansiri valley in Assam, through the Naga hills and Manipur, connecting with the Mu Valley railway at some point north of Shwebo. This programme will have been very fully carried out by the end of April when the different parties complete their field work.

Three divisional parties have been engaged, one of which has worked on the Aeng pass, while the other two have reconnoitred some 1,400 miles of country in connection with the "Manipur route." One party has examined the country from a junction with the Assam-Bengal railway in the Dhansiri valley west of Lumding, through the Naga hills and Manipur to Tammu, with an alternative from Silchar to Manipur; from [illegible]ammu the Kubo valley has been examined to Kalemyo and on to the Chindwin at [illegible]lewa. From Kalewa the route was continued through Yamataung and Yeu to Kinu, [illegible] station next above Shwebo on the Mu Valley railway. Two other routes from the [illegible]bo valley to the Chindwin have been examined, one by Sittaung and the other by [illegible] gorge of the Yu river; and these together with three alternatives across Upper [illegible]rma to the Mu Valley in connection with them have constituted the work of the [illegible]cond reconnaissance party.

[illegible] will be necessary to go carefully through the field work of the different parties [illegible]e anything definite can be said as to the different alignments, but there is no doubt tha[illegible]line by the "Manipur route" would be much shorter and cheaper than that by the [illegible]g pass. It is proposed, however, to examine next season a route from Makum in [illegible]m, across the Patkoi range and through the Hukong valley to Mogaung; this wit[illegible]at has already been done should afford information enabling the Government of Ind[illegible] arrive at a definite conclusion as to the best route available.

Mandalay-Kunlon Railway (Metre Gauge).

24. [illegible]rders for the survey of the remaining section of this line from Thebaw to Kunlo[illegible]were given as mentioned last year, and the estimates and report have now been

received. The location has now been completed up to a point on the Salween river, 224 miles from Myohaung, a station 4 miles south of Mandalay, on the Burma (state) railway. The distance to Kunlon is about 265 miles, but for the present it is not likely that the railway will be made beyond Maingkyet (217 miles) up to which place the country passed through is more or less prosperous, while beyond it is extremely difficult as regards railway construction and almost deserted in the matter of inhabitants. In addition to the location of 106½ miles beyond Thebaw, the season's work comprises some improvements to last year's alignment between Myohaung and Thebaw, and surveys of several alternative routes—in all, 133 miles of location and 16 of reconnaissance were carried out.

Starting from Myohaung the line runs for 13 miles to Sedaw through a flat, cultivated, irrigated, well-populated country. In the next 21½ miles which includes the Maymyo ghât there is a rise of 3,213 feet, chiefly in hill-side work. The plateaux above the line are well cultivated. From Maymyo to the Thonzé valley is a fall of 1,106 feet in 20 miles; the country is well cultivated particularly in the valley which is a black cotton soil tract 7 miles wide. The next 11 miles to the Gokteik gorge includes a rise to the Kyaukkyan saddle (elevation 2,726 feet) and a long fall of 976 feet to the natural bridge at mile 73.

A little further on, a tunnel 1,250 feet long will be required. From mile 76 to the watershed at mile 84 (elevation 3,258 feet), from whence the descent to Thebaw begins, there is a rise of 708 feet. The fall is only broken by two ridges at mile 95 (elevation 2,679 feet) where the Choungzone-Namsinthè watershed is crossed. From mile 95 the Sonkaw valley is followed to Sonkaw (mile 103, elevation 2,080 feet). The line then runs along the hillside till it enters the Myitgnè valley at mile 110¼ (elevation 1,315 feet), and thence to Thebaw, 117½ miles, is a slight rise of 35 feet. Thebaw on the Myitgnè river is a town of 800 houses the country round it and westwards to mile 76 is well cultivated, and teak and other sorts of timber are plentiful in the neighbourhood. The Myitgnè is crossed at mile 126 and the line runs along the right bank of the Namma river through sparsely inhabited country to mile 137 when the Namyaw valley is entered, and it is followed almost up to the source of the stream above Maingyaw. In the Namyaw valley 2 miles of 1 in 40 have been found necessary. The river is crossed at mile 152, and at 157½ miles the main valley is left and a detour made to the south to cross the Lashio ghât. The Namyaw valley is well cultivated and is crossed at mile 160 by the caravan road. From this point the district whence most of the tea is sent to Mandalay is only 24 miles off. The Lashio ghât is crossed at mile 166½ (elevation 2,700 feet) by 1 in 40 grades, and at mile 171 the Namyaw is crossed for the second time. Here are the Lashio hot springs said to be of great value in curing gout and rheumatism. From mile 171 to Maingyan (mile 187) the line runs along the bank of the Namyaw through the populous and well-cultivated Lashio valley, and after threading a difficult gorge (miles 187 to 192) enters the Maingyaw valley which is rightly considered the gem of the northern Shan states. It is well watered, has an excellent climate, and is noted for cattle-breeding. Maingyaw is only 3,000 feet above sea-level, but close to it is the Loi Sak hill with an elevation of 6,000 feet, which is in every respect an excellent site for a sanitarium. At the upper end of the Maingyaw valley, mile 200 (elevation 2,900) the Irrawaddy-Salween watershed is crossed; thence the descent along the Namkyet valley is very abrupt necessitating a continuous 1 in 40 line till the Maingkyet plain is reached at mile 214 (elevation 1,480 feet). This tract is very fertile and prosperous. From Maingkyet to Sopkyet ferry heavy works will be required, and of the 42 miles from Sopkyet to Kunlon 32 are hillside work in one part of which 1 in 40 gradients will be necessary. The approximate estimates for the whole 224 miles amount to Rs. 1,82,98,137, or at the rate of Rs. 81,688 per mile.

Branches and Lines (Standard Gauge) of Minor Importance.

East Indian Railway (Standard Gauge).

25. *Bally-Garden Reach branch.*—The proposal to establish a coal depôt on the right bank of the Hooghly just below the Botanical Gardens and to build a branch line to it from Bally station has been further considered during the year. The matter is now in abeyance pending the result of further experience as to (1) the capacity of the Kidderpore Docks to deal with the export coal traffic, and (2) whether the trade requires additional accommodation which cannot be given at the docks.

The project for giving the East Indian improved railway access to Háthras city is still under consideration.

Numerous surveys were made, and plans and estimates prepared, for short coal branches during the year.

Singia-Madareepore-Chandpur Railway Survey (Standard Gauge).

26. The reconnaissance survey mentioned in the last report has been completed and approximate estimates have been received. The proposed line would start from Singia, a station 83¾ miles from Calcutta on the Bengal Central railway, and traversing a country much cut up by tidal rivers, of which the Modumuttee at mile 22¾ would entail a crossing 2,000 feet long, extends for about 64 miles to Madareepore. This latter place would be connected with Chandpur by a steam ferry, whose route would vary between 44 and 70 miles according to the state of the river channels, although the distance as the crow flies is much less. Owing to the erratic nature of the Ariál Khán river, the construction of a bridge over it is out of the question, nor could wagon ferries be satisfactorily worked. It might be possible to construct a line between the Ariál Khán and the Megna, but the cost of the ferries at either end would be so great that the traffic could only be worked at a loss. The length from Singia to Madareepore is estimated to cost Rs. 1,05,12,350 or at the rate of about Rs. 1,64,000 per mile in addition to which another six lakhs must be allowed for the Madareepore-Chandpur ferry flotilla. While therefore the probable cost of the line would be very high, there appears to be but little likelihood of any large local traffic, and though it is difficult to say with any certainty what through traffic may be expected, it seems hardly likely that it will be sufficient to give a fair return on the outlay. Under these circumstances sanction to the construction of the through project has been withheld.

Rámpur-Ramnagar Railway Survey (Standard Gauge).

27. The project for this line, the length of which is 52 miles, has been submitted to Government and is under consideration.

The proposed line starts from the Rámpur station on the Bareilly-Moradabad chord, Oudh and Rohilkhand (state) railway, 394·05 miles from Moghal Sarai, curves to the north, and after passing Rámpur city in the 3rd mile, follows a generally northward course for 25 miles. It then turns to the north-west to get a square crossing over the Kosi river, which is reached at the 28th mile, and again turning northward at mile 34 runs into Kashipur. Thence the course followed is generally north-east to mile 49 whence it curves to the east and enters Rámnagar at mile 52. The estimated cost is Rs. 25,00,000 being at the rate of Rs. 48,077 per mile.

Najíbabad-Kotdwara Railway Survey (Standard Guage).

28. A reconnaissance for a branch line of railway from Najibabad station on the Oudh and Rohilkhand (state) railway to the foot of the hills near the military cantonment of Lansdowne, a distance of 15·75 miles, has been made and estimates submitted to Government.

From zero to chain 20 the lines runs parallel to the Oudh and Rohilkhand (state) railway, and then deflects to the left. At chain 187 the line turns to the left and then [illegible]nning parallel to the Najibabad-Kotdwara road for 80 chains, joins it at chain 270. [illegible]e line leaves the road at chain 700 and curves to the right to get square crossings of [illegible] Paniali-sote, Genhuan and the Khoh rivers, and an approach to Kotdwara. After [illegible]crossing of the Khoh the line turns to the left and terminates at chain 830 within [illegible]ee-quarters of a mile of KotdwaraMandi.

The estimated cost is Rs. 6,52,243 or at the rate of Rs. 41,412 per mile.

Aonla-Budáon Railway Project (Standard Gauge).

The project for this railway was noticed in the last Administration report. [illegible]question constructing the line is at present in abeyance, and the project will pro[illegible]y be superseded by the larger scheme for a metre gauge line from Bareilly to So[illegible]eferred to on page 36 of this report.

Ferozepore-Ludhiana Railway Survey (Standard Gauge).

30 [illegible]uring the year the survey for this line, which is 76·34 miles in length, was comp[illegible]d. The estimates amount to Rs. 43,75,865 or Rs. 57,321 per mile, or, if constr[illegible]ted as a light feeder line, to Rs. 27,75,371 or Rs. 36,355 per mile.

The line would be valuable as an alternative route to Ferozepore, but would not have much local traffic.

Umballa-Patiála Railway Survey (Standard Gauge).

31. This project which was noticed in last year's report consists of doubling the line from Umballa Cantonment to Umballa City, 5·43 miles, and from thence constructing a new line to Patiála, a station on the Rájpura-Bhátinda railway, a distance of 21·13 miles. The estimates for the whole project, 26½ miles, amount to Rs. 27,91,153, excluding rolling-stock, or to a rate of Rs. 1,05,088 per mile; the doubling of the existing 5·43 miles of line is estimated to cost Rs. 96,034 per mile. The carrying out of this project, which is to a large extent superseded by the proposal to construct a line from Delhi through Bhátinda, is still under consideration.

Jungshahi-Tatta Railway Survey (Standard Gauge).

32. This line was surveyed last year, and was estimated to cost about Rs. 30,000 per mile. The traffic prospects were not considered promising, but a question has been raised as to whether the facilities thus given for obtaining a large supply of wood fuel from the forest south of Kotri, would not more than compensate the North Western (state) railway for the poor traffic expected, and the desirability of constructing the line is now being considered in this light.

North Western (State) Railway (Standard Gauge).

33. *Ferry lines to serve Dera Ismail Khán and Dera Gházi Khán.*—The question of the abandonment of these lines, which were referred to in the last report as the Karlu and Gházi Ghêt branches, is still under consideration.

Vizianagram-Parvatipur Railway Survey (Standard Gauge).

34. Surveys for a line from Vizianagram to Parvatipur, a distance of 50 miles, with a branch 11 miles long from Bobbili to Salur were ordered in August 1894 and in the following October a survey party took the field. In November further orders were given for the survey of an alternative line from Chipparapalli to Bobbili, a distance of 25 miles. Owing to the necessity for making a detailed survey of the Pooree branch in view of its construction at an early date, and as no other staff was available for this work, the executive engineer and part of the staff had to be taken away from the above-mentioned surveys. Before leaving for the Pooree branch, however he was able to select the lines to be followed both for the main line to Vizianagram and for the branch to Salur, and the assistant engineer had by the end of the year almost completed the surveys. A line from Chipparapalli to Bobbili was also selected and fair progress made with the field work.

The proposed Vizianagram-Parvatipur line passes through an undulating and, for the first five miles only, rather a heavy country. The geological formation is generally granitiferous gneiss, the hills are grouped together, single outliers from the main range of the Eastern Ghâts, and are easily avoided. Between these hills are exceptionally fertile valleys producing crops of paddy, and sugar-cane in their lower, and jowa[illegible] raggi and kholti in their higher levels. The paddy and sugar-cane are mai[illegible] dependent upon the rain-fall supplemented, however, by a supply of water fr[illegible] innumerable tanks.

Calicut-Cannanore Railway Survey (Standard Gauge).

35. Of the total length of 52 miles from Calicut to Cannanore, 30 miles of the m[illegible]n line have been pegged out from Calicut, longitudinal section and levels have [illegible] taken for 29 miles, plotting of all field work done up to 29th mile from Calic[illegible]nd longitudinal section for the same distance completed; the borings at th[illegible]ver Korapengha were completed, and those at the Moryab partly done.

Shoranur-Cochin Railway Survey (Standard Gauge).

36. Of the total length of 61 miles from Shoranur to Cochin, 21 miles of [illegible] main line towards Cochin have been pegged out, the longitudinal section and l[illegible]s for 10 miles have been taken and plotted, and sites for stations have been selected.

Branches and Lines (Metre and Special Gauges) of Minor Importance.

Nelpharmári-Jayganj Railway Project (Metre Gauge).

37. As mentioned in the report for 1892–93, proposals for the construction of a branch from Nelpharmári, a station on the northern section of the Eastern Bengal (state) Railway, to Jayganj, a distance of 8½ miles, were put forward by a private party who now proposes to form a joint stock company. A survey was made, and in September 1893 the report and estimates were submitted. The construction of the line would be very easy, the only work of any importance being a bridge of about 300 feet in length over the Murra Teesta. The estimates amounted to Rs. 2,11,457 or Rs. 24,819 per mile. During the year under review the traffic prospects have been carefully gone into and are considered favourable. The exact terms on which the branch shall be constructed and worked by the Eastern Bengal (state) railway are, however, still under consideration.

Bengal Dooars Railway (Metre Gauge).

38. Orders have been given for the survey of the following branches, and some of the parties of surveyors took the field in January 1895:

	Miles.
Dam-Dim, *viâ* Bhagrakot to Siliguri	25
Sivok to Teesta bridge	18
Mal Bazar to Hautupara	35
Bhagrakot to Daling coal field	6
Total	84

Kalka-Simla Railway Survey (2′ 6″ Gauge).

39. Between Kalka and Simla there are three main ranges of hills running generally from north-west to south-east, the country between being broken up by irregular spurs and deep valleys. The lower portions of the hills generally consist of rotten shale, so that slips are very common.

Previous surveys were made in 1884, 1885, 1892 and 1893. In 1887 a project was submitted for an adhesion line, 68 miles long, with a ruling grade of 1 in 33 and very sharp curves. In 1893 two projects noticed in the last report were prepared. During 1894 four more schemes were submitted, viz., two adhesion lines 67¼ and 69¾ miles long respectively, terminating near "Ravenswood," and two rack lines each 46¼ miles long. Fresh surveys from Kalka to Solon are now being made with a view to the location of the line, by means of an 8 per cent. rack or 4 per cent. adhesion line in a safe position above a very bad slip in the seventh mile on the tonga road. It is hoped that a ruling grade of 3 per cent. may then be obtained onwards through Dharmpur to Solon, the line between these two places more or less following the route of the tonga road. The level of the position above the slip is about 4,300 R. L. or 2,200 feet above Kalka railway station and 900 feet above the road at this point.

Up to the present the following routes have been traversed or pegged out:

(1.) As direct a rack as possible at 8 per cent. The valley up which the road to Kasauli runs has been utilised for the necessary development. In its ascent to the Kasauli range it crosses the valley about two miles from Kalka, and runs along the range to near Harli. The total length is six miles. The earth-work will be heavy as the sharp spurs do not well suit 328 feet radius curves. Rack, six miles to Harli; adhesion, 19½ miles from Harli to Solon.

(2.) A rack as in (1), but continued up to the toll bar on the Kasauli road at mile 3¼. A ridge here across the valley at a R. L. of 3,300 feet has been utilized for crossing from the first range to the Kasauli range. This rack length will be about 3½ miles, the work will be much lighter than No. 1, and the ground is good. Rack, 3½ miles to toll bar on Kasauli road; adhesion, 24½ miles from toll bar to Solon.

[redacted]n adhesion line throughout. This proceeds from Kalka, crosses the nullah at the foot of the first hills to the north-west of Kalka station and continues along the south slope of the hill side for about 2¼ miles where a suitable spur allows of a loop to reverse direction, thence back towards Kalka in a south-east direction and up the Kasauli road valley to the toll bar. A gradient of

nearly 3 per cent. can be got by this route, and it cannot well be diminished owing to the position of the spur which affords a loop to turn on. The length is a little over seven miles. On the whole, this hill is fairly stable, being of generally good soil, and there is no stream of any importance at the foot to cause extensive slips excepting along the gap to the north, but this slope is not used for the alignment. Adhesion, 32 miles from Kalka to Solon.

(4.) A traverse and longitudinal section were run from the toll bar on the Kasauli road by the first gap to the north of the toll bar ridge and along the south slope of the ridge to Kalka. This, however, owing to losing development to avoid a slip on the slope at the gap itself, turns out to be slightly too short for a 4 per cent. grade.

(5.) From Dharmpur to Solon an alignment which is common to (1), (2), and (3), above has been traversed below the tonga road, and although somewhat heavy retaining walls will be required at one or two places owing to steep slopes below the tonga road (benching being likely to disturb the road), the general work will not be heavy with the exception of a tunnel, 4,000 feet long, under the Boroghat range.

Oodeypore-Chitor Railway (Metre Gauge).

40. Orders have been given by the Meywar Darbar for surveys for extending the line from the present terminus at Debari, eight miles from Oodeypore, to a point two miles from that city, and for a branch about 14 miles in length from Mauli station (mileage 43) to Nathdwara, and these will shortly be commenced.

Bársi Railway (2′ 6″ Gauge).

41. Information was received during the year that it had been decided by the Secretary of State to treat this project as one for a light railway under the Indian Railways Act, and to generally offer to the promoters the feeder line terms of 1893 with certain modifications. Final orders about this project are awaited. The length of the line will be about 22 miles.

Ahmedabad-Parantij Railway (Metre Gauge).

42. Negotiations with the Bombay, Baroda, and Central India Railway for the construction of this line, which would be about 47½ miles in length, finally fell through. Applications were, however, submitted by Messrs. Killick, Nixon, & Co., of Bombay, for a concesssion for this project on feeder line terms, who offered to construct the line with rupee capital to be subscribed by a company of Indian domicile. The Secretary of State decided to accept this offer, and a concession was accordingly given to Messrs. Killick, Nixon, & Co. All preliminaries had been practically settled before the end of the year, it being decided that the line should be aligned so as to go to Naroda, Dabhora, Dehgam, Talod, and Parantij, and that, with the single exception of Talod, the stations should be placed as close to the towns of those names as circumstances permit. A detailed survey, with final location of the line, is in progress.

Ahmedabad-Dholera Railway (Meter Gauge).

43. The length of the projected railway is 78 miles. Mr. James Currie, Kurrachee, has applied for a concession, on "branch line" terms, for the construction of the Ahmedabad-Dholka section (32 miles). The application is under consideration.

Extensions of the Gaekwar's Railways.

44. The project for the extension on the 2 ft. 6 in. gauge from Báhádarpur to the Songir quarries, 8½ miles, made no further advance during the year, except a revision of the estimates was ordered.

At the request of the Baroda Darbar, the Bombay, Baroda, and Central India Railway Company towards the end of the year undertook detailed surveys of [illegible] on the metre gauge from Pátan *viâ* Sidpur to Kherálu (about 38 miles), and from [illegible]álol road station on the Rajputana-Malwa Railway to Vijapur (about 42 miles).

The Bombay, Baroda, and Central India Railway Company also carried out a survey for the Baroda Darbar for a line on the 2 ft. 6 in. gauge from Miyágám to Sinor, about 20 miles. A report and estimate with plans was submitted in October 1894. The estimate works out to Rs. 6,97,371, or Rs. 34,747 per mile.

No progress was made with any other of the Gaekwar's railway projects referred to in last year's report.

Anklesvar-Nandod (Rajpipla) Railway (2′ 6″ Gauge).

45. Orders were issued towards the close of the year for the commencement of the work of construction on the first section from Anklesvar on the Bombay, Baroda, and Central India railway to Sarsa, a distance of 20 miles. This length is estimated to cost Rs. 8,25,136, or Rs. 41,256 per mile, including rolling-stock. Preparations for starting work were in progress.

Rájkot-Jámnagar Railway (Metre Gauge.)

46. During the year a detailed survey of this project was carried out, and plans and estimates submitted. The proposed branch to the port of Jodiya has been given up, and it is now proposed to continue the line from Jámnagar south-west to the port of Salaya. It was also found undesirable to take the same alignment as the existing road from Rájkot *viâ* Dhrol to Jámnagar, owing to the very difficult crossing of the Und river near Dhrol. The line as located runs from Rájkot in a north-westerly direction to Pardhari, mile 15¼, where after crossing the Dhondi river it takes a westerly direction, and running through Hadmatia, mile 24, Wanthali, mile 33¾, and Alia Bara, mile 41, terminates at Jámnagar, mile 50¼. The line is estimated to cost Rs. 23,61,138, or Rs. 46,988 per mile, including rolling-stock.

Morvi Railway (2′ 6″ Gauge).

47. In connection with a proposal to convert this line from the 2′ 6″ to the metre gauge, the survey of a new alignment from Wadhwán to Thán was commenced in September 1894 and was almost completed at the end of the year. Estimates for converting the remaining portions of the line were also under preparation.

Bombay-Konkan Railway (Metre Gauge).

48. During the year the Southern Mahratta Railway Company put forward a scheme for a railway on the metre gauge, starting from Karad road station on the Poona branch of their system *viâ* the Kumbharli Ghât, and Chiplun to a point in the neighbourhood of Hog island in the Bombay harbour. The line, which would be about 202 miles in length, was estimated to cost about 158 lakhs, or about Rs. 78,000 per mile. The matter has been referred to the Government of India for consideration and orders.

Kolhápur Railway (Metre Gauge).

49. Nothing further was done during the year about the projected extension of this [illegible]e towards the sea-board.

Mysore Railway Surveys (Metre Gauge).

50. *Mysore West Coast Reconnaisances.*—The alternative line between Mysore and T[illegible]llichery having been abandoned, trial alignments of the difficult portion of the A[illegible]sikere-Mangalore route on the Western Ghâts were made and nearly completed.

A[illegible]kere-Hassan Survey.—A location survey for a metre gauge line, 30 miles in length, was completed, and an approximate estimate for Rs. 19,84,769 prepared for sanction.

Birur-Shemoga Railway.—The approximate for Rs. 18,42,672 for this line, 38½ miles in len[illegible]th, has been completed. 80,000 sleepers for the eventual construction of this railw[illegible]were collected by the agency of the Mysore Darbar.

Na[illegible]ngúd Station to Nanjangúd Town.—A location survey to extend the line from the Na[illegible]jangúd station to a point nearer the town, about three-quarters mile in length,

was made, and an approximate estimate of Rs. 25,500 submitted for sanction. It is proposed to carry out the work by the agency of the Mysore Darbar.

Reconnaissance of Mudgere-Sivasamudram Railway.—A reconnaissance survey, 28¼ miles in length, to connect Mudgere station on the Mysore railway on the metre gauge with Sivasamudram on the Cauvery river was made during the year in connection with proposals to obtain iron from large deposits of ore that exist in the neighbourhood. This would be done by electric power which, it is believed, could be easily generated by the water available at the Cauvery waterfalls at Sivasamudram. The approximate cost of the line will be Rs. 15,00,000.

Arsikere-Mangalore Railway Survey (Metre Gauge).

51. The estimated length of the line is 137 miles, of which some 32 miles from Arsikere to Hassan have already been surveyed by the Mysore Government and the project submitted, *vide* paragraph 50. From Hassan for 17 miles to Barlo the country is open but undulating, and it is extremely difficult to maintain a 1 in 100 gradient. From Barlo to Saklaspur the country is very broken and wooded, and contains many coffee gardens; the railway between these points is some two miles longer than the road, whose heavy gradients it cannot follow. The river Hemravati at Saklaspur is a large stream requiring four spans of 120 feet iron girders. About a mile-and-a-half west of the Hemravati the descent of the Western Ghâts begins; the first nine miles present no great difficulty beyond numerous curves, but the remaining 16 miles are through country very difficult, steep, and densely wooded.

The section from the Mysore frontier to Siradi, a distance of eight miles, cannot be undertaken until the ghât trace is run out. From Siradi to Woollad, 17 miles, the country is broken with deep ravines and dense forests with heavy undergrowth, and numerous trial lines have been run.

So far 65 miles have been run, and this season's work will leave two blanks, one of about eight miles at Siradi and one of not less than 17 at the Mangalore end.

The traffic prospects of the line appear to be sufficiently favourable to justify its being more carefully considered, especially if the improvements to the port of Mangalore prove feasible.

Although the work has not been completed, enough has been done upon which to base a fairly accurate preliminary estimate. The ghât will, however, require another season's investigation.

Peralam-Karikal Railway Survey (Metre Gauge).

52. Under arrangements with the French Government, the working survey of this railway, 14·63 miles in length, will be shortly taken in hand.

Cuddalore-Pondicherry Railway Survey (Metre Gauge).

53. The survey of this line, 14 miles in length, has been completed and plans, sections, and estimates have been forwarded to the French Government.

Connection with Ceylon (Metre Gauge).

54. As stated in last year's report a proposal to construct a line of railway fr[illegible] Madura or Tanjore to Colombo had been put forward by a private firm. A line f[illegible] Madura to Pamban is considered preferable to one from Tanjore; the survey of t[illegible] route has therefore been undertaken as noted in the following paragraph. It may [illegible] mentioned that another syndicate is desirous of constructing a port and ship-canal [illegible]t Pamban, over which the railway will have to cross either by a swing bridge or a[illegible]a high level. This syndicate, however, is awaiting the results of a survey of the P[illegible]ks Straits, which is being undertaken by the Indian Marine Department.

Madura-Pamban Railway Survey (Metre Gauge).

55. This line extends from Madura, a station on the South Indian Railway, to Toni Tora, a small village on the coast of the main land opposite to Pamban which is [illegible]uated on Rámésvaram island. Palks Straits which lies between is here about a m[illegible]vide. The route adopted is somewhat circuitous, the line being laid out with special r[illegible]erence to the local traffic of the Madura district.

This railway forms part of the possible line of connection between India and Ceylon. Its length is 102 miles, nearly all through open and easy country. The field work is now in progress and up to the end of March 1895, 68 miles had been completed. Palks Straits, Rámésvaram island and Adam's bridge have been inspected.

Tinnevelly-Quilon Railway Survey (Metre Gauge).

56. This line forms an extension of the South Indian railway from Tinnevelly, the most southerly railway station in India, to Quilon on the west coast. The total length is 106 miles, of which 45 are in British territory and 61 in the state of Travancore. The portion within British territory extends to Shenkotta, a town just beyond the frontier. As a direct line would pass through a poor and barren region, the route adopted is in the form of a loop to the south through the extremely fertile valley of the Tambraparni river where there are numerous wealthy and prosperous towns. The sharpest curve is of 5 degrees and the ruling gradient 1 in 50.

Shenkotta lies at the foot of the Western Ghâts and from here the line ascends for nine miles to the Ariankavu pass, 1,100 feet above sea level, and then descends for 22 miles to Ponalur, the whole of this portion being through steep hills and dense jungle. From Ponalur there is broken and rolling country for the greater part of the distance to Quilon. It is hoped to get through the hills with a gradient of 1 in 100 and a maximum curvature of ten degrees. There will be several tunnels and some heavy rock-cutting.

At the end of March 1895, the alignment was finished from Tinnevelly to Shenkotta and thence to Ponalur, a total distance of 77 miles, leaving about 29 miles at the Quilon end to be completed.

Burma (State) Railway Meiktila-Myingyan Branch (Metre Gauge).

57. During the year the respective merits of the three alternative routes that have been surveyed have been under the consideration of the Burma Administration, and the scheme for extending the Meiktila branch to Myingyan is the one now recommended by the Chief Commissioner.

The estimated cost of the alternative routes is as follows:

—	Miles.	Rs.	Rs. per mile.
Meiktila-Myingyan	55·6	26,40,598	47,493
Samon-Myingyan	52·8	22,06,001	41,780
Thedaw-Myingyan	57·4	23,30,295	40,597

Mogaung-Irrawaddy Railway Survey (Metre Gauge.)

58. The survey for the extension of the railway beyond Mogaung to Akye on the Irrawaddy, a distance of 40 miles, was completed in May 1894. A fairly good line was found, but orders have since been given that the extension should be made to Myitkyina instead of to Akye.

This is now being surveyed—an easy route 40 miles long has been discovered and is now being staked out.

Schedule of Railways recently Surveyed or lately put forward for consideration.

59. The statement on the next page gives the lengths and estimated cost of the principal railways either recently surveyed or lately put forward for consideration. The estimated cost of each project has been taken from such information as is at present available, but the amounts will require further investigation in every case before construction is undertaken.

Statement No. 6.

Railways lately surveyed, at present under Survey, or recently put forward for Consideration.

Railway	Gauge.	Length.	Estimated Cost *	Remarks.
		Miles.	Rs.	
1. Singia-Madareepur	Standard	64	1,11,12,000	Including ferry.
2. Cuttack-Midnapur-Calcutta	,,	254	3,30,31,000	
3. Sini-Midnapur	,,	100	90,04,000	
4. Palamow-Sini (or Chandil)	,,	174	1,77,00,000	
5. Moghal Sarai-Palamow (Daltonganj)	,,	150	1,80,00,000	
6. Bhágalpur-Bowsee (Sonthal Pergannahs)	,,	42	—	
7. Luckeesarai Gya, with branch to Bukhtiarpore.	,,	100½	1,43,48,000	
8. Garhara-Monghyr-Khagaria	Metre	38½	20,08,000	
9. Khagaria-Katihár	,,	72	—	
10. Segowlie-Raksal branch, Tirhoot railway	,,	17	—	
11. Mymensingh-Jamalpur-Brahmaputra	,,	70	—	
12. Sultanpur-Bogra-Kaliganj	,,	38	17,00,000	
13. Hajeepore-Begamsarai	,,	44	20,14,000	
14. Kaliganj-Gauhati	,,	200	—	
15. Rae Bareli-Benares	Standard	139	83,00,000	
16. Bareilly-Soron, with bridge at Soron	Metre	63½	53,60,000	
17. Najibabad-Kotdwara	Standard	15½	6,52,000	
18. Rámpur-Rámnagar	,,	52	25,00,000	
19. Gháziabad-Moradabad with branch to Chandausi.	,,	130	1,23,30,000	
20. Hardwar-Dehra	,,	34	28,00,000	
21. Kalka-Simla	2′ 6″	46½	86,00,000	Alternative 57 miles.
22. Delhi-Bhátinda-Bahawalpur	Standard	400	2,58,86,000	
23. Ferozepore-Ludhiána	,,	76	27,75,000	Or alternative Rs. 43,76,000.
24. Shadipalli-Bálotra	Metre	209	1,05,40,000	
25. Deesa-Umarkot	,,	235	2,35,00,000	
26. Ajmere-Kuchaman-Rewári	,,	180	90,00,000	
27. Ruttam-Bara-Muttra	Standard	400	3,06,00,000	
28. Sábarmati-Dholera	Metre	78	50,00,000	
29. Surat-Nandurbar-Amalner	Standard	161	1,27,00,000	
Manmád-Amalner-Jalgaon	,,	110	1,06,00,000	
Chalisgaon-Dhulia	,,	35	30,00,000	
30. Vizianagram-Parvatipur	,,	50	—	
31. Raipur-Sonpur	,,	148	1,22,76,000	
32. Sambalpur-Sonpur-Khurda	,,	190½	2,37,00,000	
33. Saugor-Katni	,,	117	1,17,38,000	
34. Arsikere-Hassan-Mangalore	Metre	137	—	
35. Tinnevelly-Quilon	,,	106	1,23,00,000	
36. Shoranur-Cochin	Standard	60	66,00,000	
37. Calicut-Cannanore	,,	55	60,50,000	
38. Madura *viâ* Pámban to Ráméswaram	Metre	91	55,00,000	
39. Bezwada-Madras	Standard	290	2,13,90,000	The Madras-Ennore section is under construction.
		50		
40. Bezwada-Masulipatam	,,	50	41,50,000	
41. Chittagong-Akyab-Minhla	Metre	420	3,85,50,000	
42. Shwebo-Manipur-Dimapur	,,	450	7,48,00,000	
43. Mandalay-Kunlon	,,	260	2,34,00,000	

* The estimated cost of each project here given is taken from such information as is at present available, but the amounts require further investigation in every case before construction is undertaken.

CHAPTER IV.

COLLIERIES AND OIL WELLS.

Kurhurbaree and Serampore Collieries.

These collieries are worked in connection with the East Indian Railway, and the entire supply of fuel for that railway is drawn from them.

The pits and inclines of which the collieries consist and the general depths reached at the end of the year 1894 are given below:

Kurhurbaree Colliery.

	Feet.		Feet.
No. 2 "Jubilee" pit	650	5 Jogitand	125
23 D	429	Bitagarha	252
17 B	295	Sariabad	231
40	204	23 E	200
23	106	17 A incline	60
2 C	156	17 incline	200
2 D	132	23 B incline	320
7 Jogitand	275	42 A incline	120
1 Jogitand	178		

Serampore Colliery.

	Feet.		Feet.
16 A	344	42 D	83
21	280	42 A	155
18	100	1 Kamaljore	176
25	199	Central pit	180 still being sunk.

The following table shows the output and number of persons employed during the last two years:

Year.	Average Number of Persons Employed Daily.	Output.				Number of Tons raised per Person Employed.
		Large Coal.	Small Coal.	Slack.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
1893	4,922	269,339	59,809	54,439	383,587	78
1894	5,307	281,968	54,250	54,996	391,214	74

The percentage of slack is explained to be due to the large area of broken workings, consisting of old pillars, now being worked.

From the slack 19,731 tons of coke were manufactured.

The capital outlay on the collieries to the 31st December 1893, amounted to Rs. 8,14,680, and the expenditure during the year to Rs. 42,857, making a total outlay to the 31st December 1894 of Rs. 8,57,537.*

The total receipts at the sanctioned issue rates were Rs. 6,52,687, and the charges including sinking fund Rs. 6,85,144, showing a loss of Rs. 32,457, which has been adjusted against the accounts concerned.

Sixty-one thousand three hundred and twenty-four tons of coal and coke were sold to the public, the amount realised being Rs. 1,39,551.

* This outlay is made up of the purchase money, Rs. 3,05,154, which represented half the original cost of building, plant, &c., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from the 1st January 1880.

A great deal of trouble was experienced from short supply of waggons owing to scarcity of rolling-stock.

No. 2 "Jubilee" pit has been stopped at 650 feet and is believed to be the deepest in India.

Boiler foundations, chimney and engine foundations for a large direct acting engine have been commenced.

Sanction has been obtained for driving the galleries in the "Jubilee" pit by compressed air plant.

Ponies have been successfully used to draw the tubs underground in many mines.

The fire at Serampore has been kept under control.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured compared with the output and average number of men employed daily:

Year.	Total Number of Fatal Accidents.	Total Number of other Accidents.	Number of Persons Killed.	Number of Persons Injured.	Average Number of Persons Employed Daily.		Number of Tons of Coal raised of all Kinds.		Number of Tons of Large Coal raised.	
					Per Fatal Accident.	Per Death.	Per Fatal Accident.	Per Death.	Per Fatal Accident.	Per Death.
							Tons.	Tons.	Tons.	Tons.
1893 - -	2	4	5	2	2,461	984	191,794	76,717	134,670	53,868
1894 - -	6	29	6	11	885	885	65,202	65,202	46,995	46,995

Makum Collieries.

2. There are three collieries belonging to the Assam Railways and Trading Company, which were worked during the year under review, *viz.*, the Tikak, Ledo Valley, and Upper Ledo. Two more collieries at Namdang and Tirap are being opened, and the railway line to the entrances is being laid. The output of coal during the year ending 31st of March 1895 was 171,393 tons against 168,307 tons, in the previous year. The output for the current year is estimated at 180,000 tons. Generally speaking the Assam coal is soft, but its softness has not proved a drawback to its general use for all purposes, as it readily cakes when put on the fire. The coal contains a very small percentage of ash, and produces a coke of very fair quality. It is a first-class steam and smithy coal, and equal to Welsh steam coal. It is largely used by the ocean and inland steamers, jute and other mills, tea factories and railways, &c. It is now fully established in the market, and the demand for it appears to be steadily increasing.

The capital expenditure on the collieries during the year 1894 amounted to Rs. 37,157, and the total outlay to the 31st December 1894 to Rs. 26,09,047.

Petroleum in Assam.

3. The boring operations of the Assam Railways and Trading Company at Makum were continued till September 1894, when, finding no inducement to incur furth[illegible] expenditure on the venture, the work was stopped. From its commencement th[illegible] were in all nine bore holes put down to various depths, but without satisfac[illegible] results.

At the Digboi field there are in all 13 bore holes of various depths from 65[illegible] 1,225 feet; of these one was abandoned as it yielded no oil. Seven wells are [illegible]w yielding oil and the rest are in progress. The total amount of crude oil extracted during the year ending 31st March 1895 was 156,717 gallons against 62,876 gallons during the previous year. It has been decided that the small refinery at Digb[illegible] shall be enlarged and removed to a more suitable site at Margherita, where the necessary arrangements are now being made to erect it. In the meantime refining operations have been stopped. Crude oil in small quantities is now sold to the public for rough lubricating purposes, painting and preservation of timber and wood, &c. The Company is also using this oil for lubricating purposes.

The capital expenditure on the Company's petroleum works during the year 1894 amounted to Rs. 1,63,642, and the total outlay to the 31st December [illegible]894 to Rs. 5,57,533.

Warora Colliery.

4. This colliery, which is worked by Government, has six shafts of depths and uses as follows:

	Feet.	
Pit No. 1	245	Pumping.
Pit No. 2	215	Winding.
Pit No. 3	239	Pumping.
Pit No. 4	181	Winding.
Pit No. 5	174	Winding.
Pit No. 6	102	Ventilating.

The following table shows the output and number of persons employed during the last two years:

Year.	Average Number of Persons Employed Daily.	Output.			Number of Tons raised per Person Employed.
		Large Coal.*	Small Coal.	Total.	
		Tons.	Tons.	Tons.	Tons.
1893	1,133	100,735	21,211	121,946	108
1894	1,146	98,048	23,097	121,145	106

The decrease of 801 tons in the total output is explained to be due to a falling off in demand consequent on an unfavourable cotton crop.

The capital outlay on the colliery up to the 31st December 1893 amounted to Rs. 15,51,887, and the expenditure during the year to Rs. 5,14,107, making a total outlay to the 31st December 1894 of Rs. 20,65,994.

The average selling price of coal for the year was Rs. 4-11-6 per ton. The price paid by the Great Indian Peninsula Railway was Rs. 4-8-0 per ton.

The receipts during the year amounted to Rs. 5,58,191, and the expenditure to Rs. 5,48,545, thus showing a net gain of Rs. 9,646, equivalent to a return of 0·47 per cent. on the capital outlay.

The Great Indian Peninsula Railway was supplied with 57,698 tons of Warora coal during 1894 against 63,876 tons in the previous year.

The other sales are briefly detailed below:

	Tons.
Empress Mills, Nágpur	12,446
Hingunghat Mill Company	4,335
Berar Manufacturing Company, Budnera	4,160
Others	17,725

Bore hole No. P. 2, commenced at the end of October 1893, struck the white sand stone underlying the coal at a depth of 624 feet on 14th May 1894 at a shallower depth than was anticipated.

No further borings have been put down during the year to further explore the field, the coal, now proved, should serve for many years when won by the new pits . 7 and 8.

In order to keep up the output, dip workings were started to prove the fault to the s[illegible]n and win the coal on the other side and to the east, in which direction the seams slope at $\frac{1}{14}$.

The heading machine is now being put in the dip winning place with the view of opening up more faces. The average speed of driving with this machine worked by native and compressed air is 2′ 5″ per shift of eight hours.

A heavy inrush of surface water took place on 12th August 1894 over the area worked in brokens, where the surface is only some 80 feet distant from the coal. Occurring on the night shift of Sunday, there were no workmen in the mine or lives might have been lost. Through it the dip workings were lost for a month, and considerable expense incurred in clearing them of mud and *débris*.

There was no new outbreak of fire in the mines during 1894.

* All coal which will not pass through a screen $\frac{3}{4}$″ bars with $\frac{3}{4}$″ spaces is classed as large coal; what passes through is small coal.

During the year 6,178 tons of fire-clay were raised for manufacture of fire-bricks, roofing, and flooring tiles. Fire-bricks are made for locomotive fire-box arches for the Great Indian Peninsula, Bengal-Nágpur, the Nizam's Guaranteed State and Southern Mahratta railways.

No women are employed underground in the colliery.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured compared with the output and average number of men employed daily :

Year.	Total Number of Fatal Accidents.	Total Number of other Accidents.	Number of Persons Killed.	Number of Persons Injured.	Average Number of Persons Employed Daily.		Number of Tons of Coal raised of all Kinds.		Number of Tons of Large Coal raised.	
					Per Fatal Accident.	Per Death.	Per Fatal Accident.	Per Death.	Per Fatal Accident.	Per Death.
							Tons.	Tons.	Tons.	Tons.
1893 -	2	45	5	7	566	227	60,973	24,389	50,367	20,147
1894 - -	3	48	3	10	382	382	40,382	40,382	32,683	32,683

Two of the fatal accidents during 1894 were due to falls of coal from the side and roof attributed to the men's own carelessness. The third was caused by two empty trams running away down an incline and crushing a man between them and some trams standing on the line below.

Mohpáni Colliery.

5. This colliery is worked by the Nerbudda Coal and Iron Company.

The several shafts or other entrances in use are as under :

	Depth.
Helen pit.—Main pumping shaft - - - - -	400 Ft.
No. 1 staple.—South river workings, fan shaft - -	170 „
No. 2 drift.—South river workings, hauling incline slope -	275 „
No. 3 drift.—South river workings, hauling incline slope -	150 „
No. 3 drift.—Old fire workings, hauling incline slope, self-acting - - - - - - -	165 „
Gothic drift and staple.—Furnace shaft - - -	30 „
No. 24 sinking.—New field - - - -	73½ „
No. 34 trial staple.—New field, coal is at 80 feet - -	34 „
No. 38 trial staple.—New field, coal is at 72 feet - -	53½ „

At the old mines coal is being worked back from the various boundaries of the known area, at the new field virgin coal is being opened up.

The following table shows the output and number of persons employed during the last two years :

Year.	Average Number of Persons Employed Daily.	Output.	Number of Tons raised per Person Employed.
		Tons.	Tons.
1893 - - -	460	13,172	29
1894 - - - -	622	19,349	31

Particulars regarding the capital outlay on the colliery to the 31st December 1894 are not yet available. The total outlay to the 31st December 1893 amounted to 123,023*l.* and the expenditure during 1893 to 1,646*l.*

Owing to the heavy inclination of the seam the coal is carried out by hand. The erection of machinery for bringing it direct from the face is under contemplation. The coal from this colliery is hand picked, the smallest going to the colliery boilers and the round coal to the railways. The seam is quite free from dirt bands.

The output of the year was disposed of as shown below:

	Tons.
Sold to the Great Indian Peninsula Railway - -	12,887
Sold to mills, presses, &c. - - - -	3,746
Colliery consumption - - - - -	2,648
Stock - - - - -	68
TOTAL -	19,349

Of the above quantities the winnings being opened out at No. 24 shaft the new field produced 465 tons, which was all used in engines except 40 tons sent for trial for railway use.

The old fire between the Helen and the south river workings was kept drowned during the year with good effect.

During the year, five new borings were put down and two from the previous year were continued. These borings passed through 46′ 7″ of coal in nine workable seams of various thickness. These being spread over a wide area are not yet correlated.

One good seam, 10½ feet thick, was met at 315′ 2″ from the surface. One somewhat shaley, 4¾ feet thick, at 227′ 9″ and one of clean coal, 2¾ feet thick, at 237′ 7″ from surface. The others were mixed with shale and require further proving. Probably the nine seams will be found to represent three distinct seams only. The above borings were on new ground independent of the area previously proven at Nos. 24, 34, and 38, &c.

The following table shows the total number of accidents that have occurred during the last two years and the number killed and injured compared with the output and the average number of men employed daily:

YEAR.	Total Number of Fatal Accidents.	Total Number of other Accidents.	Number of Persons Killed.	Number of Persons Injured.	Average Number of Persons Employed Daily.		Number of Tons of Coal raised of all Kinds.		Number of Tons of Large Coal raised.	
					Per Fatal Accident.	Per Death.	Per Fatal Accident.	Per Death.	Per Fatal Accident.	Per Death.
1893 - -	—	18	—	1	—	—	—	—	—	—
1894 - -	—	17	—	6	—	—	—	—	—	—

UMARIA COLLIERY.

6. This colliery, which is worked by Government, consists of pits and inclines. The general depths reached at the end of the year were:

	Feet.
Pit No. 1.—Shaft for water-supply to the station - -	119
Pit No. 2.—Ventilating shaft, up cast - - -	131
Pit No. 3.—Down cast, drawing coal - - - -	117
Pit No. 4.—Down cast, drawing coal and pumping -	235
Pit No. 6.—In course of sinking - - - -	80
Incline No. 1.—Used for ingress and egress of the men.	
Incline No. 2.—Coal is drawn from this incline.	
Incline No. 3.—Used for ventilating purposes.	

The following table shows the output and number of persons employed during the last two years:

YEAR.	Average Number of Persons Employed Daily.	OUTPUT.			Number of Tons raised per Person employed.
		Large Coal.*	Small Coal.	Total.	
		Tons.	Tons.	Tons.	Tons.
1893 - - -	816	70,410	23,938	94,348	116
1894 - -	972	96,994	35,843	132,837	137

* All coal which will not pass through a 3¾″ mesh is classed as large coal.

The increase of 38,489 tons in the total output was chiefly due to the extension of broken workings.

The capital outlay to the 31st December 1893 amounted, when adjusted, to Rs. 10,02,442, the expenditure during the year to Rs. 16,048, making a total outlay to the 31st December 1894 of Rs. 10,18,490.

The receipts during the year amounted to Rs. 4,71,360 and the expenditure to Rs. 3,94,030, thus showing a net gain of Rs. 77,330 equivalent to a return of 7·59 per cent. on the capital outlay.

The sales during the year are briefly detailed below:

—	Large Coal.	Washed.	Screened.	Small.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.
Great Indian Peninsula Railway -	34,407	4,049	3,861	—	42,317
Indian Midland Railway - -	51,785	—	—	—	51,785
Bengal-Nágpur Railway - -	2,729	—	—	—	2,729
Oudh and Rohilkhand (State) Railway	506	—	—	—	506
East Indian Railway - -	564	—	—	—	564
Other customers - - - -	11,457	3,912	3,416	4,261	23,046

In the month of June 1894, No. 4 pit was flooded over. The water reached its maximum at a height of 64 feet above the flat sheets on the 2nd November 1894. It has been slowly lowered, and on 31st December was 33 feet above flat sheets. There has consequently been practically no extension of this pit during the year.

The nulla, the bed of which gave way flooding the mine, has been diverted, and a series of channels and dams are being built to catch all surface water from the broken workings.

Several borings have been put down during the year, most of them reaching coal at a small depth.

Owing to the pit water proving destructive to the boilers, a scheme was sanctioned for obtaining pure water from the river, and the work was started.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured compared with the output and the average number of men employed:

Year.	Total Number of Fatal Accidents.	Total Number of other Accidents.	Number of Persons Killed.	Number of Persons Injured.	Average Number of Persons Employed Daily.		Number of Tons of Coal raised of all Kinds.		Number of Tons of Large Coal raised.	
					Per Fatal Accident.	Per Death.	Per Fatal Accident.	Per Death.	Per Fatal Accident.	Per Death.
							Tons.	Tons.	Tons.	Tons.
1893 - -	—	16	—	16	—	—	—	—	—	—
1894 -	1	16	1	17	972	972	132,837	132,837	96,994	96,994

The selling price of large coal was reduced from Rs. 4-3 to Rs. 4 per ton from the month of May 1894, and the rate of slack coal from Rs. 1-12 to Rs. 1-6 per ton from the 20th July 1894.

Coal-field at Telanpali near the Eeb River.

7. During the year sanction was given by the Government of India to the expenditure of Rs. 4,400 on the sinking of an experimental shaft in the Eeb coal-field.

The commencement of the work, which is now in progress, was deferred until March 1895, so as to secure less difficulty in dealing with water during the sinking of the pit.

The total amount sanctioned for expenditure on block account is Rs. 13,800. The actual outlay to the 31st March 1894 amounted to Rs. 4,818, and the outlay during the year 1894–95 to Rs. 1,000, making a total outlay to the 31st March 1895 of Rs. 5,818.

Singareni Colliery.

8. This colliery is worked by the Hyderabad (Deccan) Company, Limited.

The colliery consists of:—

—	Thickness.	Depth.	Number of Faces.
	Feet.	Feet.	
No. 1 Incline, "King" seam - - -	6	240	85
No. 13 Pit, "King" seam - - -	8	187	137
No. 14 Pit, "King" seam - - -	6	181	153
No. 15 Pit, "King" seam - - -	6	150	135

The following table shows the output and number of persons employed during the last two years:

Year.	Average Number of Persons Employed Daily.	Output.				Number of Tons raised per Person Employed.
		Large Coal.	Nut Coal.	Slack and Dust.	Total.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1893 - - -	2,136	113,343	29,910	14,168	157,421	74
1894 - - -	3,283	173,178	45,699	21,647	240,524	73

Faults of varying magnitude were encountered in developing and extending the mines during the year, but when met with, their presence only offered a temporary check upon underground operations. The areas of coal, in each mine, have been opened out much more rapidly during 1894 than has been the case in any previous year.

The workings formerly belonging to No. 12 pit are now included in those of No. 1 incline; the shaft has also been set apart as an in-take for this incline.

The sinking of a new shaft to the north-west of the present pits has been commenced, and is down about 90 feet from the surface. This pit when down to the coal will be equipped with powerful hauling and winding plant, so as to take advantage of an excellent section of the "King" seam, which has already been proved by a boring, at a depth of 500 feet.

An increased output is anticipated with the increased labour now being brought on to the field.

During the year very extensive provisions were made to increase the Company's house property, and much attention was given to everything pertaining to the comfort and welfare of the rapidly increasing mining community.

The former system of laying out the underground workings of the colliery on the pillar and stall system is adhered to, as this system exactly suits the conditions of floor and roof, and the limited experience of coal-cutters possessing only a very short intimacy with coal-mines.

The ventilation of the colliery is at present produced by furnaces and one small chandler fan, but a 12-foot schiele now being erected will supersede the present means, and be more efficient.

The following are the different proportions of the screened coal:

	Per cent.
Steam coal - - - - -	72
Nut coal - - - - - -	19
Dust and slack - - - - -	9
	100

A large proportion of the output is disposed of unscreened, and is known as "Singareni" coal. There is a great demand for it by railway and manufacturing companies.

Orders are already in hand for the the whole of the output for 1895.

Eight fatal and 10 serious accidents occurred during the year. Of the fatal accidents five occurred underground, and three on the surface.

The general state of health has been good.

DANDOT COLLIERY.

9. This colliery is worked in connection with the North Western (State) Railway.

The following table shows the output and number of persons employed during the last two years:

YEAR.	Average Number of Persons Employed Daily.	OUTPUT.				Number of Tons raised per Person Employed.
		Large Coal.	Nut Coal.	Slack.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
1893 - - -	2,563	54,586	1,480	18,418	74,484	29
1894 - - -	1,873	44,864	3,675	13,437	61,976	33

The decrease of 12,508 tons in the output was due to scarcity of labour and to the loss of Nos. 1, 2, and 10, south mines by flood water in August 1894.

The sum originally sanctioned on block account was Rs. 5,00,000.

The capital outlay to the 31st December 1893 amounted to Rs. 4,52,151, the expenditure during the year to Rs. 39,303, making the total outlay to 31st December 1894 Rs. 4,91,454.

The receipts during the year amounted to Rs. 4,86,712 and the expenditure to Rs. 5,04,584 showing a net loss of Rs. 17,872, due to the small output and the large expenditure on new minor works.

The net profits of the undertaking from the commencement of operations to the end of 1894, credited to the block account, amounted to Rs. 1,07,656, leaving Rs. 3,83,798 at the debit of the colliery.

Several of the outcrop mines at Dandot have been closed during the year, all the workable coal having been won from them.

A steady output of coal has been maintained from the Pidh mines.

A project for extending the tramway three miles to Pidh was sanctioned in December 1894, and the work is being vigorously pushed forward.

The sanitation of the colliery has been carefully looked after during the year.

The following table shows the number of accidents that have occurred during the last two years, and the number killed and injured compared with the output and the average number of men employed:

YEAR.	Total Number of Fatal Accidents.	Total Number of other Accidents.	Number of Persons Killed.	Number of Persons Injured.	Average Number of Persons Employed Daily.		Number of Tons of Coal raised of all Kinds.		Number of Tons of Large Coal raised.	
					Per Fatal Accident.	Per Death.	Per Fatal Accident.	Per Death.	Per Fatal Accident.	Per Death.
							Tons.	Tons.	Tons.	Tons.
1893 -	7	27	7	27	366	366	10,641	10,641	7,798	7,798
1894 - -	1	18	1	18	1,873	1,873	61,976	61,976	44,864	44,864

BHAGANWALA COLLIERY.

10. This colliery is worked in connection with the North Western (State) Rai[illegible]y. Sanction to its opening was given in July 1893.

The following table shows the output and number of persons employed during the last two years:

YEAR.	Average Number of Persons Employed Daily.	OUTPUT.				Number of Tons raised per Person Employed.
		Large Coal.	Nut Coal.	Slack.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
1893 - - -	100	2,789	—	20	2,809	28
1894 - - -	798	4,095	49	348	4,492	6

The approximate amount sanctioned on block account for opening out and working the colliery was Rs. 5,50,925. The detailed estimates have, however, amounted to Rs. 6,13,003, and these are now before Government for sanction. The capital outlay to 31st December 1893, amounted to Rs. 16,264, and the expenditure during the year to Rs. 2,58,386, making a total to 31st December 1894 of Rs. 2,74,650, to this was added the loss on working, which to end of 1894, amounted to Rs. 24,333, thus raising the total amount at debit of block account of the colliery to Rs. 2,98,983.

The receipts during the year amounted to Rs. 38,677 and the expenditure to Rs. 42,187, thus showing a net loss of Rs. 3,510.

A standard gauge railway nearly 8 miles in length, with 1½ miles of sidings and a coal loading station at Rewal (specially designed for transhipping coal), were under construction. Plate-laying to the extent of 8½ miles and ballasting to the extent of 8 miles were completed. From Rewal station to the foot of the hills, a 2′ 6″ gauge tram line was also under construction the earthwork for which was completed and 4,500 feet of track laid.

The earthwork of the Rewal rope incline was practically completed, as also ⅝ths of the earthwork of the 6 miles, 2′ 6″ gauge railway, which connects the top of the inclines with the mines.

The total length of the permanent mule road was extended to 10 miles, thereby connecting all the mines and works with the settlement.

A heavy inrush of water drowned out No. 7 south mine in August. All the roads were badly damaged, and it will be some time yet before the mine can be re-opened. As this was the only mine yielding coal, its loss was a severe blow to the colliery. To make up for this loss, however, an outcrop panel, to yield a few thousand tons of coal, was opened out and successfully worked.

Several drifts were pushed in with varying results, good coal of an average thickness of 3½ feet having been found in one instance.

A slight accident occurred during the year in which one person was injured; in the previous year likewise, a slight accident occurred resulting in injury to one person.

Khost Colliery.

11. This colliery is worked in connection with the North-Western (State) Railway.

The following table shows the output and number of persons employed during the last two years:

Year.	Average Number of Persons Employed Daily.	Output.				Number of Tons raised per Person Employed.
		Large Coal.*	Nut Coal.*	Small and Dust.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
1893	380	9,694	649	7,753	18,096	48
1894	400	8,366	721	8,072	17,159	43

The heavy percentage of dust coal is due to the fact that some old outcrops were specially overhauled to supply the demands for dust for the Mushkaf-Bolán railway.

The sum originally sanctioned on block account was Rs. 1,00,000 and a further sum of Rs. 50,000 was sanctioned to be met from the profits realised from working of the colliery.

The capital outlay to the 31st December 1893 amounted to Rs. 1,64,390, and as the capital transactions of the year resulted in a credit of Rs. 5,003, the outlay on 31st December 1894 was reduced to Rs. 1,59,387.

The receipts during the year amounted to Rs. 2,88,190, and the expenditure to Rs. 2,33,183, thus showing a net profit of Rs. 55,007. The net profits of the undertaking from the commencement of operations to end of 1894 credited to the block account amounted to Rs. 1,48,935, leaving Rs. 10,452 at the debit of the colliery.

Mainway driving at the colliery has come to an end, and nothing now remains, with the doubtful exception of No. 4 west workings, but to work back the mainway pillars.

* All coal which will not pass through screens formed of iron bars half an inch apart in the clear is classed as large coal.

Kila-Ali-Khan workings have given the largest output, but the coal here is, as usual, very soft, and the output is more than half slack. The next best output is from Takrai where the coal on the east side is good and hard. The west side coal, owing to faults and slips, is at present something like Kila-Ali-Khan coal. Ghuz is quite finished and all the timber and rails have been drawn out.

At Khost proper the end of No. 2 mainway has had to be abandoned owing to a slip on the hill above, which made it impossible to keep the road open.

The coal at Takrai dips has been proved down to 300 feet and continues good, but some trouble is experienced every now and then by outbursts of water and gas. Any place being driven upbank here has to be worked with safety lamps.

The following table shows the number of accidents that have occurred during the last two years, and the number of killed and injured compared with the output and average number of men employed daily:

Year.	Total Number of Fatal Accidents.	Total Number of other Accidents.	Number of Persons Killed.	Number of Persons Injured.	Average Number of Persons Employed Daily.		Number of Tons of Coals raised of all Kinds.		Number of Tons of Large Coal raised.	
					Per Fatal Accident.	Per Death.	Per Fatal Accident.	Per Death.	Per Fatal Accident.	Per Death.
							Tons.	Tons.	Tons.	Tons.
1893 - -	3	4	4	4	127	95	6,032	4,524	3,231	2,424
1894 -	3	8	4	7	133	100	5,720	4,290	2,789	2,092

Sharigh Colliery.

12. This colliery is worked in connection with the North-Western (State) Railway.

The following table shows the output and number of persons employed during the last two years:

Year.	Average Number of Persons Employed Daily.	Output.				Number of Tons raised per Person Employed.
		Large Coal.*	Nut Coal.	Small and Dust.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
1893† - - -	150	984	77	457	1,518	10
1894 - - -	200	2,442	383	1,714	4,339	22

The percentage of dust coal is heavy owing to the friable nature of the coal at No. 1 outcrops, and at other mines to the bands of stone, which render it necessary to break the lumps up to clear them.

The sum sanctioned for expenditure on block account is Rs. 25,000.

The capital outlay to 31st December 1893 amounted to Rs. 5,705, and the expenditure during the year to Rs. 11,936, making a total outlay to 31st December 1894 of Rs. 17,641. The loss on working debited to block account amounted to Rs. 9,083 which raised the amount at debit of the colliery to Rs. 26,724.

The receipts during 1894 amounted to Rs. 54,505, and the expenditure to Rs. 50,948, thus showing a net loss of Rs. 2,443.

Working back the pillars in No. 1 outcrops was proceeded with and the seam gave nearly two-thirds slack and one-third clean coal free from stone. The seam at No. 1 tunnel was full of stone, and as no improvement has taken place the original mainway has been stopped and a new mainway started in a second seam, which is cleaner but thinner. No. 3 tunnel gives fairly good coal. No. 5 tunnel has given some trouble owing to heavy falls due to wet strata; the coal, however, is fairly good. In No. 6 tunnel two mainways are being driven east and west. The coal in the west mainway is thin and faulty, that on the east side fairly good.

The ventilation of the colliery is not satisfactory, as at present all tunnels receive air from natural ventilation, which in the hot weather gives trouble.

* All coal which will not pass through screens formed of iron bars half an inch apart in the clear is classed as large coal.
† Worked for six months only.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured compared with the output and average number of men employed daily :—

Year.	Total Number of Fatal Accidents.	Total Number of other Accidents.	Number of Persons Killed.	Number of Persons Injured.	Average Number of Persons Employed Daily.		Number of Tons of Coal raised of all Kinds.		Number of Tons of Large Coal raised.	
					Per Fatal Accident.	Per Death.	Per Fatal Accident.	Per Death.	Per Fatal Accident.	Per Death.
1893 - -	2	—	2	—	75	75	Tons. 759	Tons. 759	Tons. 492	Tons. 492
1894 - -	—	—	—	—	—	—	—	—	—	—

Baluchistan Coal-Fields.

13. The collieries worked in the Baluchistan Agency are situated in the Harnáí valley and on the Sor range to the east of Quetta.

Coal also exists near Gundak and Hannah, but the workings in these localities have been abandoned since 1892, as they were not successful.

The collieries in the Harnáí valley, *viz.*, Khost and Sharigh, worked by the North-Western (State) Railway are separately referred to in the two preceding paragraphs.

Coal is found along the eastern face of the Sor range for a length of 21 miles. There are generally two seams from 5 to 20 feet apart, both seams being very much inclined. The strata are much distorted, so that at places the limestone rock is above the seams, at others it is below. The coal and clay surrounding contains a great deal of gypsum, which causes the coal to crumble to dust after exposure to the air.

The whole range was divided into sections one mile long, and allotted to prospecting concessionaires; one section being given to each, except in the case of the owner of the district, who obtained four miles.

During the year three of these concessionaires worked the field. In the first (the only one worked with any system), six adits, some over 200 feet long, were made and properly shored, a ventilating shaft was also made and a tramway laid in the galleries. Unhappily the mine caught fire in March, and in spite of all openings having been blocked the fire has not yet been put out. 2,500 tons of coal were extracted from this working. 233 tons were obtained from the second concession.

The third concession is in the best portion of the field, both from its position, which reduces cost of carriage to the Mushkaf-Bolán Railway, and size and quality of the coal, but it is worked without system, and only supplied 360 tons to the Mushkaf-Bolán Railway, and some to the municipality at Quetta.

No accidents have been reported from these collieries during the year.

Until the cost of transport is reduced, it is not probable that these collieries will be extended.

The coal extracted is used principally for brick manufacture, manufacture of briquettes for domestic use and military works.

Petroleum at Khattan.

14. The Khattan petroleum borings were worked by a syndicate who, during the year, extracted about 50,000 gallons of oil from wells sunk originally by Government. They disposed of 40,000 gallons at the rate of 3 annas per gallon to the North-Western (State) Railway. The agent to the syndicate reports that the result of the year's work was not satisfactory, and apparently work has been abandoned for the present.

Experimental Petroleum Boring at Sukkur.

15. During the past year fairly steady progress has been made with the experimental boring at Sukkur, the depth reached on the 17th March 1895 being 1,080 feet. Only two stoppages occurred during the year, when the tools were lost in the hole on account of the drilling poles breaking, and were only recovered with considerable difficulty. At other times work had to be stopped for a few days to repair the

machinery. Progress has been much retarded by reason of the nature of the rock met with, which is not solid enough to stand by itself, so that the hole requires to be lined with casing to the bottom. Altogether 1,056 feet of six-inch casing have been put in, but the last two lengths were driven with much difficulty, and it will soon be necessary to put down a smaller size of casing inside it.

There has been practically no change in the character of the strata met with since passing the limestone at 140 feet from the surface. They consist of thick beds of blue shaly clays, with thin bands and nodules of dark-grey limestone, and veins and nests of gypsum. One of the bands of limestone, passed through at 958 feet, was 20 feet thick, but generally their thickness does not exceed a few inches.

Indications of gas, the nature of which has not yet been determined, were observed at about 800 feet from the surface, and below for some distance, but the indications are not so pronounced now as at first, the casing probably having cut off the supply. No undoubted signs of the presence of oil have been detected. Traces of oil have, however, been discovered at the surface near the village of Kundra, about 8 miles south of Rohri, which from the dip and character of the strata seem to indicate that oil may be expected to occur at Sukkur at about 1,500 to 1,600 feet from the surface, but whether in large quantities or not, it is impossible as yet to say.

Total Coal Production.

16. The following statement shows the quantity, in tons, of coal produced in India during the last fifteen years.

Statement No. 7.

Quantity, in Tons, of Coal produced in India during the last Fifteen Years.

Years.	Provinces.									
	Bengal.	Punjab.	Central Provinces.	Assam.	Central India.	Nizam's Territory.	Madras.	Baluchistan.	Burma.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1880	988,565	—	31,228	—	—	—	—	—	—	1,019,793
1881	930,203	—	67,527	—	—	—	—	—	—	997,730
1882	1,038,872	—	91,370	—	—	—	—	—	—	1,130,242
1883	1,200,957	—	115,019	—	—	—	—	—	—	1,315,976
1884	1,257,392	—	121,933	16,493	2,100	—	—	—	—	1,397,818
1885	1,123,700	—	119,116	43,707	7,698	—	—	—	—	1,294,221
1886	1,186,802	—	117,237	70,859	13,539	—	—	—	—	1,388,437
1887	1,319,090	7,523	128,981	89,302	15,497	3,259	—	411	—	1,564,063
1888	1,380,594	11,249	157,768	101,528	41,580	13,382	—	2,802	—	1,708,903
1889	1,541,356	22,835	144,465	116,676	52,956	59,646	—	8,238	—	1,946,172
1890	1,626,245	40,677	137,022	145,708	77,842	125,486	—	15,541	—	2,168,521
1891	1,747,122	60,714	141,736	154,208	69,741	144,668	20	10,368	—	2,328,577
1892	1,920,050	66,352	132,005	164,050	88,623	149,601	61	13,284	3,670	2,537,696
1893	1,870,720	77,294	135,118	164,420	94,348	157,421	502	20,094	9,938	2,529,855
1894	1,989,373	66,467	140,495	169,448	132,837	240,525	1,337	21,498	12,111	2,774,091

CHAPTER V.

Stores.

Expenditure in England.—The total expenditure on State railway stores contracted for in England, through the agency of the India Office during the calendar year 1894, was—

	£
A.—Bridgework	86,311
B.—Engineers' plant	4,379
C.—Workshop machinery	6,723
D.—Permanent way	504,879
E.—Locomotive and rolling stock	220,351
F.—Station materials and fencing	24,905
G.—Tools and stores	68,380
Total	915,928

2. *Expenditure in India.*—The stores purchased locally by the Port Storekeeper, Calcutta, and the Marine Storekeeper, Bombay, amounted to Rs. 3,78,847 and Rs. 25,050 respectively.

3. *Cost of Establishments at Ports.*—The cost to State railways of the establishments maintained at Calcutta and Bombay was—

	Rs.
Calcutta	18,628
Bombay	1,834
Total	20,462

4. *Ships employed.*—The number of ships employed in bringing State railway stores, including stores procured for Native State lines during the calendar year 1894, was—

	No.	Tons.	Approximate Value of Stores received at each Port.
			Rs.
To Bombay	62	16,330	20,43,754
„ Calcutta	104	12,414	18,31,640
„ Kurrachee	57	50,669	53,58,252
„ Rangoon	35	8,849	16,43,508
„ Cocanada	1	4,004	4,23,126
„ Vizagapatam	17	20,417	22,57,483
Total	276	112,683	1,35,57,763

5. *Credits to Civil Department on account of insurance.*—During the years 1894-95, Rs. 60,901 were credited to the Civil Department on account of the charge of one-half per cent. for insurance. The amount charged off in the home accounts to the insurance fund during 1894–95 was Rs. 2,00,276 on account of the stores lost at sea per *S.S. Lanark.*

6. The value of imported stores held in reserve at Calcutta on the 1st January 1894 was Rx. 4,716 and the balance at the close of 1894 was Rx. 4,533, showing a decrease of Rx. 183.

Capital Locked up in Stores.

7. Statement No. 8 on the two following pages shows the stores balances on the standard and metre gauge railways on the 31st December 1894 as compared with the previous year.

Statement No. 8.

Capital locked up in Stores on the Standard and Metre Gauge Railways on the 31st December 1894.

Serial Number.	Railway.	Standard Gauge.										Value of surplus stores available for sale or transfer on 31st December 1894.
		Balance on 31st December 1893.	Balance on 31st December 1894.	Ratio of balance to the issues of stores during 1894.		Balance per mile of single track, including sidings, on 31st December 1894.		Percentage of capital outlay locked up in stores on total capital outlay.		Balance per train-mile.		
				Issues.	Ratio.	Total length of single track, including sidings.	Balance per mile of single track, including sidings.	Total capital outlay up to 31st December 1894.	Percentage.	Total train-mileage during 1894.	Balance per train-mile.	
	State lines worked by Companies.	Rs. (b)	Rs. (b)	Rs. (c)		Miles.	Rs.	Rs.		Miles.	Rs.	Rs.
I.	East Indian (a)	60,20,196	67,00,338	66,62,387	1·01	2,566·75	2,610	37,48,37,190	1·79	10,357,632	0·64	23,748
II.	Bengal-Nágpur	30,55,703	28,32,557	11,74,839	2·41	958·84	2,954	9,81,71,181	2·89	1,607,699	1·76	2,55,003
III.	Indian Midland (d)	21,16,611	14,63,660	26,09,332	0·56	831·62	1,760	9,49,77,933	1·54	2,553,931	0·94	21,000
V.	Godhra-Rutlam	24,59,793	5,22,836	23,08,515	0·23	128·53	4,067	1,54,54,141	3·38	64,951	8·05	—
VII.	Dhond-Manmád	35,030	879	(e)	(e)	159·68	6	1,12,11,642	0·01	523,438	—	(e)
	Total	1,36,87,243	1,15,20,210	1,27,50,273	0·90	4,645·42	2,480	59,47,52,087	1·94	14,107,561	0·82	2,99,751
	State lines worked by the State.	(f)	(f)					(g)				(f)
X.	North-Western (State)	1,06,58,662	1,07,36,072	1,23,69,771	0·87	3,124·68	3,436	42,46,06,625	2·53	9,150,034	1·17	3,77,506
XI.	Hyderabad-Shadipalli	1,691	12,106	10,560	1·15	62·82	193	17,27,619	0·70	64,668	0·19	—
XII.	Oudh and Rohilkhand (State)	19,06,248	21,83,679	39,19,536	0·56	910·79	2,502	10,28,79,319	2·22	3,061,553	0·74	2,38,740
	Bareilly-Rampur-Moradabad	16,02,925	95,204	18,74,056	0·05							
XIII.	Eastern Bengal (State)	19,26,890	20,06,617	27,47,974	0·73	1,056·26	1,900	10,61,71,400	1·89	3,305,621	0·61	33,001
XIV.	Bengal Central	93,026	87,408	50,023	1·75	145·71	600	1,01,41,094	0·86	305,626	0·29	21,632
XVI.	East Coast (State)	34,71,343	16,10,793	66,72,862	0·24	409·30	3,935	3,35,80,199	4·80	522,529	3·08	—
	Total	1,96,60,785	1,67,31,879	2,76,44,782	0·61	5,709·56	2,931	67,91,06,256	2·46	16,409,971	1·02	6,65,879
	Lines worked by Guaranteed Companies.											
XXII.	Great Indian Peninsula	43,21,053	53,42,676	69,91,589	0·76	1,996·34	2,676	27,91,69,112	1·91	8,508,416	0·63	—
XXIII.	Bombay, Baroda, and Central India	25,46,994	28,82,427	32,65,305	0·88	627·96	4,596	9,85,54,269	2·92	2,463,681	1·17	44,194
XXIV.	Madras (d)	28,31,313	28,27,432	20,53,999	1·38	1,029·82	2,746	12,11,81,490	2·33	2,538,863	1·11	2,60,000
	Total	96,99,365	1,10,52,535	1,23,10,893	0·90	3,654·12	3,025	49,88,44,862	2·22	13,510,960	0·80	3,04,194
	Assisted Company.											
XXV.	Delhi-Umballa-Kalka	49,373	45,113	4,260	0·11	178 73	252	1,55,25,547	0·29	500,574	0·09	38,785
	Total	49,373	45,113	4,260	0·11	178·73	252	1,55,25,547	0·29	500,574	0·09	38,785
	Lines owned by Native States and worked by Companies.											
XXVII.	Khámgaon	2,046	482	(e)	(e)	8·42	57	4,86,003	0·10	12,120	0·04	(e)
XXVIII.	Amráoti	8,352	7,905	(e)	(e)	6·09	1,298	4,49,461	1·75	21,906	0·36	(e)
XXX.	The Nizam's Guaranteed State	6,88,293	4,98,447	10,03,203	0·52	386·47	1,290	4,16,60,728	1·20	672,356	0·74	—
XXXI.	The Gaekwar's Petlad	10,393	11,769	(i)	(i)	15·12	778	7,23,481	1·63	19,557	0·60	—
	Total	7,09,084	5,18,603	10,03,203	0·52	416·10	1,246	4,33,19,673	1·20	725,939	0·71	—
	Line owned by Native State and worked by State Railway Agency.											
XXXIII.	Rájpura-Bhátinda	47,428	31,477	17,717	1·78	122·89	256	67,01,669	0·47	[illegible]	0·11	—
	Total	47,428	31,477	17,717	1·78	122·89	256	67,01,669	0·47	289,5[illegible]	0·11	—
	Total Standard Gauge	4,38,53,278	3,98,09,817	5,37,31,128	0·74	14,726·82	2,709	1,83,82,094	2·17	45,544,591	0·88	13,08,609

(a) Including sales, London stores, manufacturers, and other suspense items.
(b) Excluding the balances of the late Nalhati railway stores.
(c) Excluding stores returned to stock.
(d) Including branch line worked.
(e) Information not available.
(f) Excluding the Abt rack materials.
(g) Including Rs. 1,26,313 on account of doubling the line from Kotri to Kurrachee.
(h) Including the stores transactions of the narrow gauge sections.
(i) As the line is worked at the same percentage of expenses to earnings as the Bombay, Baroda, and Central India Railway, stores issued for revenue purposes are not charged directly to it.

STATEMENT No. 8—*concluded.*

CAPITAL locked up in STORES on the STANDARD and METRE GAUGE RAILWAYS on the 31st December 1894—*concld.*

Serial Number.	Railway.	METRE GAUGE.										Value of surplus stores available for sale or transfer on 31st December 1894.
		Balance on 31st December 1893.	Balance on 31st December 1894.	Ratio of balance to the issues of stores during 1894.		Balance per mile of single track, including sidings, on 31st December 1894.		Percentage of capital outlay locked up in stores on total capital outlay.		Balance per train-mile.		
				Issues.	Ratio.	Total length of single track, including sidings.	Balance per mile of single track, including sidings.	Total capital outlay up to 31st December 1894.	Percentage.	Total train-mileage during 1894.	Balance per train-mile.	
		Rs.	Rs.	Rs.		Miles.	Rs.	Rs.		Miles.	Rs.	Rs.
	STATE LINES WORKED BY COMPANIES.											
XXXVII.	Bengal and North-Western— Tirhoot Section - - - Company's Section - - -	7,91,720	7,25,483	8,47,416	0·86	852·05	851	5,36,32,919	1·35	1,689,275	0·43	—
XXXIX.	Rajputana-Malwa (*a*) - - -	43,57,728	45,41,401	46,86,330	0·97	1,950·86	2,328	13,22,35,048	3·43	7,107,463	0·64	1,00,942
XLI.	Southern Mahratta - - -	17,93,106	19,77,324	19,17,842	1·03	1,705·39	1,159	12,11,07,114	1·63	3,235,033	0·61	1,52,187
XLIV.	South Indian (*a*) (*b*) - - -	32,86,209	26,21,175	32,17,543	0·81	1,180·92	2,220	7,69,81,904	3·40	3,158,307	0·83	2,13,472
XLV.	Mayavaram-Mutupet (*b*) - -	2,16,921	16,372	2,12,339	0·08	59·39	276	23,79,123	0·69	96,159	0·17	—
	Total - - - - -	1,04,45,684	98,81,755	1,08,81,470	0·91	5,748·61	1,719	38,63,36,108	2·56	15,286,237	0·65	4,66,601
	STATE LINES WORKED BY THE STATE.											
XLVII.	Eastern Bengal (State)— Northern and Behar Sections (including the Kaunia-Dharlla, 2′ 6″ Gauge, Branch) - - - Dacca Section - - -	Included in the stores transactions of the standard gauge section.										
XLVIII.	Burma (State) - - -	11,34,749	14,65,747	12,78,350	1·15	872·31	1,680	6,48,41,714	2·26	1,879,411	0·78	1,16,000
	Total - - - - -	11,34,749	14,65,747	12,78,350	1·15	872·31	1,680	6,48,41,714	2·26	1,879,411	0·78	1,16,000
	ASSISTED COMPANIES.											
LI.	Deoghur - - - - -	1,185	1,347	4,309	0·31	5·41	249	2,87,526	0·47	13,902	0.10	—
LII.	Rohilkund and Kumaon (Company's Section).	1,69,125	1,77,202	3,02,559	0·59	317·44	558	1,06,73,598	1·66	532,686	0·33	7,528
LIII.	Bengal Dooars - - -	67,845	18,692	1,12,388	0·17	43·63	428	22,84,223	0·82	50,477	0·37	—
LIV.	Dibru-Sadiya - - - -	1,55,400	1,77,218	1,91,618	0·92	86·38	2,052	72,83,359	2·43	184,416	0·96	30,780
	Total - - - - -	3,93,555	3,74,459	6,10,874	0·61	452·86	827	2,05,28,706	1·82	781,481	0·48	38,308
	LINES OWNED AND WORKED BY NATIVE STATES.											
LXI.	Jodhpore-Bickaneer - - -	2,68,693	1,23,696	4,97,667	0·25	374·50 (*c*)	330	74,18,781	1·67	364,612	0·34	—
LXII.	Bhávnagar - Gondal - Junágarh - Porbandar.	3,06,166	2,16,950	6,41,579	0·34	416·10	521	1,88,65,198	1·15	576,330	0·37	20,748
	Total - - - - -	5,74,859	3,40,646	11,39,246	0·30	790·60	431	2,62,83,979	1·30	940,942	0·36	20,748
	FOREIGN LINE.											
LXVI.	West of India Portuguese - -	2,64,683	1,97,485	(*d*)	(*d*)	62·85	3,142	1,63,12,813	1·21	116,720	1·69	(*d*)
	Total - - - - -	2,64,683	1,97,485	—	—	62·85	3,142	1,63,12,813	1·21	116,720	1·69	—
	Total Metre Gauge - -	1,28,13,530	1,22,60,092	1,39,09,940	0·88	7,927·23	1,547	51,43,03,320	2·38	19,004,791	0·65	6,41,657

(*a*) Including branch lines worked, but excluding the Gaekwar's Mehsana line in the case of the Rajputana-Malwa Railway.
(*b*) Including sales, London stores, manufactures, and other suspense items.
(*c*) Excluding 8·06 miles in dock estates and quarry lines constructed and maintained by the States themselves.
(*d*) Information not available.

CHAPTER VI.

Rolling-stock (Capital).

Statement No. 9 on pages 78 to 81, gives details of the number of locomotives and vehicles on the standard and metre gauge railways at the end of 1893 and 1894, and statement No. 10 on pages 82 to 85 shows the value of the stock at the close of 1894.

Rolling-stock adapted for Military Purposes.

2. Statement No. 11 on pages 86 to 89 shows the number of vehicles on the standard and metre gauge railways adapted for military purposes as existing on the 31st December 1894.

Of the 23 ambulance carriages on the Bengal-Nágpur Railway, one is provided with fittings for Lushai and Collis' dandies.

During the year 1894 no alterations were made on the Great Indian Peninsula Railway to the coaching vehicles fitted for ambulance purposes or with rifle racks, but one covered goods waggon was added to the stock adapted for carrying artillery horses, &c.

Almost all the vehicles on the Nizam's Guaranteed State Railway are adapted for military purposes.

On the Burma (State) Railway the following alterations were carried out in the rolling-stock to adapt them for military purposes :—

The rifle racks and the side seats in 122 ordinary third-class carriages were altered.

Thirteen ambulance third-class carriages were fitted with rifle racks, &c.

Fifty-one ambulance carriages were provided with side seats, with rifle racks, and centre seats.

Brakes.

3. Statement No. 12 on pages 90 and 91 shows the number of locomotives and vehicles on the standard and metre gauge railways fitted with automatic-vacuum brakes on the 31st December 1894.

On the East Indian Railway 53 vehicles were fitted with automatic vacuum-brakes, complete, and 42 with pipes only, during the year, making a total of 235 fitted with brakes, complete, and 178 with pipes only up to 31st December 1894. Sanction has been obtained for fitting 116 engines with automatic vacuum-brakes, of which 62 were completed up to 31st December 1894.

On the Bengal-Nágpur Railway, none of the stock has as yet been fitted with any form of continuous brakes.

On the Bezwada Extension Railway no work of any importance was undertaken during the year in connection with fitting the rolling-stock with brakes.

On the Oudh and Rohilkhand (State) Railway, automatic vacuum-brakes are fitted to the stock running on mail trains between Moghal Sarai and Saháranpur, and on passenger trains betweed Lucknow and Saháranpur and on the Cawnpore branch.

The whole of the coaching stock on the Bombay, Baroda, and Central India railway (including the Gaekwar's Petlád and the Godhra-Rutlam Railways), has been fitted with continuous automatic-vacuum-brake.

On the Madras Railway, no further progress was made during the year under report, with the work of fitting vehicles with the automatic vacuum-brake. An indent for material for the equipment of a certain proportion of the rolling-stock was submitted in March 1894, but this has not yet been complied with; the number of vehicles actually fitted has therefore remained the same as at the end of the previous year, viz., six, and these are in daily service on the through mail trains between Madras and Bombay. It is hoped that some progress in this work will be made before the end of the current year.

All coaching vehicles on the Assam-Bengal Railway are to be provided with the automatic vacuum-brake.

Screw brakes have been fitted to the rolling-stock of the Dibru-Sadiya Railway.

Couplings.

4. The whole of the coaching and goods stock on the East Indian Railway is fitted with screw couplings.

On the Bengal-Nágpur Railway, the whole of the coaching and goods stock is fitted with screw couplings at both ends.

Up to 31st December 1894, 9,713 vehicles on the North-Western (State) Railway were fitted with screw couplings at both ends, leaving 2,159 vehicles still to be fitted.

On the Oudh and Rohilkhand (State) Railway the entire coaching and goods stock is fitted with screw couplings at both ends.

Almost all the stock of the Eastern Bengal (State) Railway system is fitted with screw couplings at both ends.

The whole of the stock of the East Coast (State) Railway is fitted with screw couplings at both ends.

On the Great Indian Peninsula Railway the whole of the coaching stock is fitted with screw couplings at both ends. In 1890 it was decided to fit 30 per cent. of the waggon stock with screw couplings at one end. During the year 1894, 1,184 couplings were fitted.

On the Bombay, Baroda, and Central India Railway the whole of the coaching stock has screw couplings at both ends. The goods stock, with the exception of the salt and ballast waggons, has been fitted with screw couplings at one end only.

Practically the whole of the stock of the Madras Railway has now been fitted with two screw couplings; the actual figures are as follows:—

—	On 31st December 1893.	On 31st December 1894.
Vehicles fitted with two screw couplings - - -	1,435	1,940
Vehicles fitted with centre chains - - -	557	807
Total - - - - -	1,992	2,747.

On the Southern Mahratta Railway Jones' system of buffers and couplings is now generally in use on coaching stock, and goods vehicles are also being fitted with this system.

On the South Indian Railway the old type of coupling is being replaced by Jones' flexible buffer couplings, for which indents are sent forward regularly, and a further supply of 600 sets is expected shortly from England. The stock is being rapidly fitted, and the following vehicles are now running with them:—

Coaching vehicles - - - - - -	637
Goods vehicles - - - -	1,786

On the Burma (State) Railway the work of fitting engines with duplex couplings is being continued, and there are now 12 in course of alteration. It is not intended to fit shunting engines with such couplings.

On the Dibru-Sadiya Railway, centre buffer and hook couplings were fitted to the rolling-stock. The coaching vehicles were fitted with tight couplings.

Lighting of Railway Carriages with Gas on Pintsch's System.

5. On the East Indian Railway 90 vehicles were fitted during the year with gas lamps on Pintsch's system, making a total of 144 so fitted up to the 31st December 1894, and leaving 36 vehicles yet to be fitted under the first sanction for 180 vehicles. Sanction has been accorded to the fitting of an additional number of 150 vehicles with this system.

Sanction has lately been accorded to the introduction of Pintsch's system of gas lighting on the standard gauge section of the Eastern Bengal (State) Railway.

During the year 1894, 14 vehicles were fitted with Pintsch's gas lighting apparatus on the Great Indian Peninsula Railway, making a total of 39 at the end of the year.

On the Bombay, Baroda, and Central India Railway the coaching stock is being fitted with Pintsch's lighting apparatus.

No progress was made with the gas lighting during the year under report on the Madras railway, as no material has as yet reached India. From advices received, however, it is hoped that the whole of the necessary gear, lamps, &c., will shortly arrive and the work of introducing this system of lighting on this railway will be at once pushed on.

Lighting carriages with Pintsch's gas has not yet been introduced on the Southern Mahratta Railway, but the introduction of the system has been estimated for.

All coaching stock on the Assam-Bengal Railway is to be fitted for Pintsch's gas lighting system.

Retiring Accommodation for Females.

6. Statement No. 13 on page 92 furnishes details of the number of carriages that have been fitted with retiring accommodation for females, in order to comply with the requirements of section 64 of the Indian Railways Act, IX. of 1890.

STATEMENT

NUMBER of LOCOMOTIVES and VEHICLES on the STANDARD

Serial Number.	Railway.	Open Mileage.		Locomotives.		Coaching Vehicles.	
		On the 31st December 1893.	On the 31st December 1894. (From Statement No. 33, pages 141-3.)	Number on the 31st December 1893.	Number on the 31st December 1894.	Number on the 31st December 1893.	Number on the 31st December 1894.
	STANDARD GAUGE.						
	STATE LINES WORKED BY COMPANIES.	Miles.	Miles.	No.	No.	No.	No.
I.	East Indian (*a*)	1,794·36	1,847·74	576	580	1,218	1,219
II.	Bengal-Nágpur	862·33	860·88	103	103	292	293
III.	Indian Midland (*b*)	734·46	734·46	105*	117	351	353
IV.	Bhopal-Itársi (British section)	(13·11)	(13·11)	Worked by the Indian Midland Railway.			
V.	Godhra-Rutlam	(25·00)	(115·50)	Worked by the Bombay, Baroda, and Central India Railway.			
VI.	Wardha Coal	(44·88)	(44·88)	Worked by the Great Indian Peninsula Railway.			
VII.	Dhond-Manmád	(145·44)	(145·44)				
	Bezwada Extension	(20·58)	(20·58)	Worked by the Nizam's Guaranteed State Railway.			
	Total	3,391·15	3,443·08	784	800	1,861	1,865
	STATE LINES WORKED BY THE STATE.						
X.	North-Western (State) (*c*)	2,608·26	2,612·31	586	588	1,529	(*d*) 1,530
XI.	Hyderabad-Shadipalli	(58·91)	(58·91)	Worked by the North-Western (State) Railway.			
XII.	Oudh and Rohilkhand (State)	741·11	796·64	157	156	472	471
XIII.	Eastern Bengal (State) (*e*)	373·76	373·50	97	97	439	445
XIV.	Bengal Central	(125·01)	(125·01)	Worked by the Eastern Bengal (State) Railway.			
XV.	Calcutta Port Commissioners	6·22	6·22	6	6	—	—
XVI.	East Coast (State)	174·54	(*f*) 351·27	29	38	87	117
	Total	3,903·89	4,139·94	875	885	2,477	2,563
	LINES WORKED BY GUARANTEED COMPANIES.						
XXII.	Great Indian Peninsula (*g*)	1,490·08	1,490·24	605	605	1,045	1,125
XXIII.	Bombay, Baroda, and Central India (*h*)	499·25	589·75	134	143	427	436
XXIV.	Madras (*i*)	839·22	849·22	164	163	626	632
	Total	2,828·55	2,929·21	903	911	2,098	2,193
	ASSISTED COMPANIES.						
XXV.	Delhi-Umballa-Kalka	(161·40)	(161·40)	Worked by the East Indian Railway.			
XXVI.	Tarkessur	(22·23)	(22·23)				
	Total	(183·63)	(183·63)	—	—	—	—
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.						
XXVII.	Khámgaon	(7·55)	(7·55)	Worked by the Great Indian Peninsula Railway.			
XXVIII.	Amráoti	(5·44)	(5·44)				
XXIX.	Bhopal-Itársi (Native State section)	(44·00)	(44·00)	Worked by the Indian Midland Railway.			
XXX.	The Nizam's Guaranteed State (*j*)	444·81	352·90	50	50	111	111
XXXI.	The Gaekwar's Petlád	(13·35)	(13·35)	Worked by the Bombay, Baroda, and Central India Railway.			
XXXII.	Kolar Gold Fields	—	(10·00)	Worked by the Madras Railway.			
	Total	444·81	352·90	50	50	[illegible]	111
	LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.						
XXXIII.	Rájpura-Bhátinda	(107·94)	(107·94)	Worked by the North-Western (State) Railway.			
XXXIV.	Jammu and Kashmir (Native State section)	(15·92)	(15·92)				
	Total	(123·86)	(123·86)	—	—	—	—
	Total Standard Gauge	10,568·40	10,855·13	2,612	2,646	6,547	6,732

N.B.—The mileages shown within brackets are not included in the totals.

No. 9.

and METRE GAUGE RAILWAYS on the 31st December 1894.

Goods Vehicles.		Brake-Vans.		Cranes.		Total Number of Vehicles.		*Serial Number.	REMARKS.
Number on the 31st December 1893.	Number on the 31st December 1894.	Number on the 31st December 1893.	Number on the 31st December 1894.	Number on the 31st December 1893.	Number on the 31st December 1894.	Number on the 31st December 1893.	Number on the 31st December 1894.		
No.	No.	No.	No.	No.	No.	No.	No.		* Revised figures.
8,936	8,999	341	341	20	20	10,515	10,579	I.	(a) Including the Delhi-Umballa-Kalka and Tarkessur Railways.
3,404	3,407	108	123	8	8	3,812	3,831	II.	
2,140	2,060	112	126	8	8	2,611	2,547	III.	(b) Including the Bhopal-Itársi Railway.
—	—	—	—	—	—	—	—	IV.	
—	—	—	—	—	—	—	—	V.	
—	—	—	—	—	—	—	—	VI. VII.	
—	—	—	—	—	—	—	—		
14,480	14,466	561	590	36	36	16,938	16,957		
10,063	10,063	511	511	44	44	12,147	12,148	X.	(c) Including branch lines worked, but excluding lines temporarily closed, or constructed but not opened for traffic.
—	—	—	—	—	—	—	—	XI.	(d) Including four saloon carriages and one inspection carriage belonging to the Punjab Government and to the Engineer-in-Chief, Mári-Attock Railway, respectively.
4,360	4,361	120	120	13	16	4,965	4,968	XII.	
2,068	2,068	63	63	4	4	2,574	2,580	XIII.	
—	—	—	—	—	—	—	—	XIV.	(e) Including the Bengal Central Railway.
172	172	—	—	—	—	172	172	XV.	
621	832	16	27	2	2	676	978	XVI.	(f) Excluding 3·13 miles of metre gauge line.
17,284	17,496	710	721	63	66	20,534	20,816		
7,953	7,873	590	590	47	47	9,635	9,635	XXII.	(g) Including the Wardha Coal, Dhond-Manmád, Khamgáon, and Amráoti Railways.
3,642	3,991	90	94	3	3	4,162	4,524	XXIII.	(h) Including the Godhra-Rutlam and Gaekwar's Petlád Railways.
2,852	2,722	170	172	6	7	3,654	3,533	XXIV.	(i) Including the Kolar Gold Fields Railway.
14,447	14,586	850	856	56	57	17,451	17,692		
—	—	—	—	—	—	—	—	XXV. XXVI.	
—	—	—	—	—	—	—	—		
—	—	—	—	—	—	—	—	XXVII. XXVIII.	
—	—	—	—	—	—	—	—	XXIX.	
733	730	41	41	2	5	887	887	XXX.	(j) The figures include the Bezwada Extension Railway and the Bezwada-Godávari section of the East Coast (State) Railway for 1893, but only the Bezwada Extension Railway for 1894.
—	—	—	—	—	—	—	—	XXXI.	
—	—	—	—	—	—	—	—	XXXII.	
733	730	41	41	2	5	887	887		
—	—	—	—	—	—	—	—	XXXIII. XXXIV.	
—	—	—	—	—	—	—	—		
46,914	47,278	2,162	2,208	157	164	55,810	56,382		

STATEMENT

NUMBER of LOCOMOTIVES and VEHICLES on the STANDARD

Serial Number.	Railway.	Open Mileage.		Locomotives.		Coaching Vehicles.	
		On the 31st December 1893.	On the 31st December 1894. (From Statement No. 33, pages 141–3.)	Number on the 31st December 1893.	Number on the 31st December 1894.	Number on the 31st December 1893.	Number on the 31st December 1894.
	METRE GAUGE.	Miles.	Miles.	No.	No.	No.	No.
	STATE LINES WORKED BY COMPANIES.						
XXXVII.	Bengal and North-Western:—						
	Tirhoot section	756·30	756·30	100	100	346	350
	Company's section						
XXXVIII.	Rohilkund and Kumaon (Lucknow-Bareilly section)	(222·05)	(231·17)	Worked by the Rohilkund and Kumaon Railway (Company's section.)			
XXXIX.	Rajputana-Malwa (*a*)	1,783·93	1,783·93	424	440	1,301	1,279
XL.	Pálanpur-Deesá	(17·28)	(17·28)	Worked by the Rajputana-Malwa Railway.			
XLI.	Southern Mahratta (*b*)	1,554·87	1,553·21	220	220	714	715
XLII.	Guntakal-Mysore frontier	(119·50)	(119·50)	Worked by the Southern Mahratta Railway.			
XLIII.	Southern Mahratta (Mysore section)	(296·00)	(296·00)				
XLIV.	South Indian (*c*)	1,049·31	1,103·30	204	204	820	852
XLV.	Máyavaram-Mutupet	—	(53·99)	Worked by the South Indian Railway.			
	Total	5,144·41	5,196·74	949	964	3,181	3,196
	STATE LINES WORKED BY THE STATE.						
	North-Western (State) (*d*)	—	—	23	13	19	19
XLVII.	Eastern Bengal (State):—						
	Northern and Behar sections, (including the Kaunia-Dharlla 2′ 6″ gauge branch)	478·04	478·55	75	75	284	288
	Dacca section	85·92	85·92	14	14	67	67
XLVIII.	Burma (State)	729·89	745·39	120	121	598	598
	Total	1,293·85	1,309·86	232	225	968	972
	ASSISTED COMPANIES.						
LI.	Deoghur	4·79	4·79	3	3	10	10
LII.	Rohilkund and Kumaon (Company's section) (*e*)	275·97	285·09	27	27	148	148
LIII.	Bengal Dooars	32·25	36·40	4	4	19	19
LIV.	Dibru-Sadiya	77·50	77·50	18	18	22	26
	Total	390·51	403·78	52	52	199	203
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.						
LVII.	The Gaekwar's Mehsana	(92·63)	(92·63)	Worked by the Rajutana-Malwa Railway.			
LVIII.	Kolhápur	(29·07)	(29·07)	Worked by the Southern Mahratta Railway.			
LIX.	Yesvantpur-Mysore frontier	(51·35)	(51·35)				
LX.	Mysore-Nanjangúd	(15·25)	(15·25)				
	Total	(188·30)	(188·30)	—	—	—	—
	LINES OWNED AND WORKED BY NATIVE STATES.						
LXI.	Jodhpore-Bickaneer:—						
	Jodhpore Section	364·00	364·00	13	17	69	69
	Bickaneer Section						
LXII.	Bhávnagar-Gondal Junágarh-Porbandar (*f*)	379·88	380·21	33	33	186	186
LXIII.	Jetalsar-Rájkót	(46·23)	(46·23)	Worked by the Bhávnagar-Gondal-Junágarh-Porbandar Rai[illegible]			
	Total	743·88	744·21	46	50	[illegible]	255
	FOREIGN LINES.						
LXVI.	West of India Portuguese	51·00	51·00	15	12	24	2
LXVII.	Pondicherry	(7·80)	(7·80)	Worked by the South Indian Railway			
	Total	51·00	51·00	15	12	24	
	Total Metre Gauge	7,623·65	7,705·59	1,294	1,303	4,627	

N.B.—The mileages shown within brackets are not included in the totals.

No. 9—*concluded.*

and METRE GAUGE RAILWAYS on the 31st December 1894—*concluded.*

Goods Vehicles.		Brake-Vans.		Cranes.		Total Number of Vehicles.		Serial Number.	REMARKS.
Number on the 31st December 1893.	Number on the 31st December 1894.	Number on the 31st December 1893.	Number on the 31st December 1894.	Number on the 31st December 1893.	Number on the 31st December 1894.	Number on the 31st December 1893.	Number on the 31st December 1894.		
No.	No.	No.	No.	No.	No.	No.	No.		
								XXXVII.	
2,639	2,659	67	67	13	13	3,065	3,069		
—	—	—	—	—	—	—	—	XXXVIII.	
7,214	7,194	282	282	26	26	8,353	8,781	XXXIX.	(*a*) Including the Gaekwar's Mehsana and the Palanpur-Deesa Railways. (*b*) Including the Guntakal-Mysore frontier, the Southern Mahratta (Mysore section), the Kolhapur, the Yesvantpur-Mysore frontier, and the Mysore-Nanjangud Railways.
—	—	—	—	—	—	—	—	XL.	
4,685	4,684	188	188	20	20	5,607	5,607	XLI.	
—	—	—	—	—	—	—	—	XLII. XLIII.	
3,314	3,317	60	60	3	3	4,197	4,232	XLIV.	(*c*) Including the Mayavaram-Mutupet and Pondicherry Railways.
—	—	—	—	—	—	—	—	XLV.	
17,852	17,834	597	597	62	62	21,722	21,689		
51	51	1	1	—	—	71	71	XLVII.	(*d*) For narrow gauge stock formerly used on the salt branch of the late Punjab Northern (State) Railway and on the Ferozepore Tramway.
1,954	1,954	51	50	7	7	2,296	2,299		
246	246	10	10	3	3	326	326		
3,224	3,228	128	125	18	19	3,968	3,969	XLVIII.	
5,475	5,479	190	185	28	29	6,661	6,665		
8	8	2	2	—	—	20	20	LI.	
659	659	27	27	6	6	840	840	LII.	
60	80	5	5	1	1	85	105	LIII.	(*e*) Including the Rohilkund and Kumaon Railway (Lucknow-Bareilly section).
631	691	18	18	1	1	672	736	LIV.	
1,358	1,438	52	52	8	8	1,617	1,701		
—	—	—	—	—	—	—	—	LVII.	
—	—	—	—	—	—	—	—	LVIII. LIX. LX.	
—	—	—	—	—	—	—	—		
220	220	8	12	—	—	297	301	LXI.	
896	896	37	37	2	2	1,121	1,121	LXII.	(*f*) Including the Jetalsar-Rajko Railway.
—	—	—	—	—	—	—	—	LXIII.	
1,116	1,116	45	49	2	2	1,418	1,422		
115	146	9	13	1	1	149	184	LXVI.	
—	—	—	—	—	—	—	—	LXVII.	
115	146	9	13	1	1	149	184		
25,946	26,013	893	896	101	102	31,567	31,661		

STATEMENT

VALUE of LOCOMOTIVES and VEHICLES on the STANDARD and METRE

Progressive Number.	Details.		STANDARD		
			State Lines worked by Companies.		
			I. East Indian Railway System.	II. Bengal-Nágpur.	III. Indian Midland Railway System.
1	Mileage open on the 31st December 1894	Miles	1,847·74	860·88	734·46
2	Mileage of single track, including sidings	„	2,770·53	958·84	831·62
3	Total train-mileage	Train-miles	10,915,481	1,607,609	1,553,931
4	Gross ton-mileage	Ton-miles	4,037,242,407	601,293,064	499,251,691
5	Total capital outlay on open line, excluding steam-boat and suspense	Rs.	38,35,58,738	9,53,27,024	9,64,14,815
6	Gross earnings, excluding steam-boat	„	5,42,17,961	66,90,648	57,63,886
7	Gross earnings per mean mile worked per week, excluding steam-boat earnings.	„	561	149	147
8	Five per cent. of gross earnings, excluding steam-boat	„	27,10,898	3,34,532	2,88,194
9	*Value of engine stock	„	1,87,46,839	(a) 46,65,780	37,87,543
10	Per mile of line open (9 ÷ 1)	„	10,146	5,420	5,157
11	Per mile of single track, including sidings (9 ÷ 2)	„	6,767	4,866	4,554
12	Per train mile (9 ÷ 3)	„	1·72	2·90	2·43
13	Per 1,000 gross ton-miles (9 × 1,000 ÷ 4)	„	4·64	7·76	7·59
14	Amount of earnings for each 100 rupees worth of engine stock (6 × 100 ÷ 9).	„	289·21	143·40	152·18
15	*Value of coaching and goods stock	„	2,26,12,876	(a) 1,15,84,042	86,67,006
16	Per mile of line open (15 ÷ 1)	„	12,238	13,456	11,800
17	Per mile of single track, including sidings (15 ÷ 2)	„	8,160	12,081	10,442
18	Per train mile (15 ÷ 3)	„	2·07	7·21	5·58
19	Per 1,000 gross ton-miles (15 × 1,000 ÷ 4)	„	5·60	19·26	17·36
20	Amount of earnings for each 100 rupees worth of coaching and goods stock (6 × 100 ÷ 15).	„	239·77	57·76	66·50
21	*Total value of rolling stock	„	4,13,59,715	(a) 1,62,49,822	1,24,54,549
22	Per mile of line open (21 ÷ 1)	„	22,394	18,876	16,957
23	Per mile of single track, including sidings (21 ÷ 2)	„	14,928	16,947	14,976
24	Per train mile (21 ÷ 3)	„	3·79	10·11	8·01
25	Per 1,000 gross ton-miles (21 × 1,000 ÷ 4)	„	10·24	27·02	24·95
26	Amount of earnings for each 100 rupees worth of rolling stock (6 × 100 ÷ 21).	„	131·09	41·17	46·28
27	Per cent. of value of locomotives on total capital outlay on rolling stock (9 × 100 ÷ 21).	Per cent.	45·33	28·71	30·41
28	Per cent. of value of coaching and goods stock on total capital outlay on rolling stock (15 × 100 ÷ 21).	„	54·67	71·29	69·59
29	Per cent. of total value of rolling stock on total capital outlay on open line, excluding steam-boat and suspense (21 × 100 ÷ 5).	„	10·78	[illegible]	13·33
30	Per cent. of total value of locomotives on total capital outlay on open line, excluding steam-boat and suspense (9 × 100 ÷ 5).	„	4·89	4·89	4·05
31	Per cent. of total value of vehicles on total capital outlay on open line, excluding steam-boat and suspense (15 × 100 ÷ 5).	„	5·90	12·15	9·28
32	Return on capital cost of rolling-stock from 5 per cent. of gross earnings, the usual charge for provision of rolling-stock (8 × 100 ÷ 21).	„	6·55	2·06	2·31
33	Total value of rolling stock per mile for each rupee earned per mile per week (22 ÷ 7).	Rs.	39·90	126·69	115·00

* Represents total cost charged to final heads of account. (a) Gross expenditure *i.e.*, omitting credits on capital account.
(b) Including 6·13 miles (Meean Meer chord and Ferozepore Cantonment to Hussainiwala) used for military traffic, but excluding lines temporarily closed or constructed, but not opened for traffic.

No. 10.

GAUGE RAILWAYS on the 31st December 1894, compared with EARNINGS.

GAUGE.	State Lines worked by the State.					Lines worked by Guaranteed Companies.			Line owned by Native State and worked by Company.	Total and Average of Standard Gauge Railways.	Progressive Number.
	X. North-Western (State) Railway System.	XII. Oudh and Rohilkhand (State).	XIII. Eastern Bengal (State), including the Bengal Central Railway.	XV. Calcutta Port Commissioners.	XVI. East Coast (State).	XXII. Great Indian Peninsula Railway System.	XXIII. Bombay, Baroda, and Central India Railway System.	XXIV. Madras Railway System.	XXX. The Nizam's Guaranteed State Railway System.		
	(b) 2,612·34	796·64	373·50	6·22	(f) 351·27	1,490·24	589·75	849·22	352·90	(f) 10,865·13	1
	3,215·63	910·79	549·64	25·35	(g) 404·62	2,221·45	771·61	1,029·82	386·47	(g) 14,076·42	2
	9,504,228	3,061,553	2,013,763	(e)	522,529	9,174,096	2,548,189	2,538,363	672,356	44,112,598	3
	3,073,639,006	944,230,920	585,024,568	(e)	150,301,160	2,590,005,383	950,917,377	693,601,145	(e)	14,135,506,919	4
	41,78,44,622	10,06,10,377	6,59,26,938	58,79,200	3,05,78,431	29,08,09,653	11,15,03,260	11,83,85,898	4,10,00,224	1,75,49,29,180	5
	3,36,52,233	1,05,18,836	88,34,624	3,23,373	14,58,160	3,62,74,296	1,63,20,813	1,03,92,995	32,56,885	(h) 18,77,04,710	6
	247	262	455	1,000	97	468	593	236	177	336	7
	16,82,612	5,25,942	4,41,731	16,169	72,908	18,13,715	8,16,041	5,19,650	1,62,144	93,85,236	8
	1,94,18,831	37,94,277	(d)	97,781	14,81,721	(d)	51,09,343	54,14,183	19,40,604	6,44,56,902	9
	7,434	4,763	—	15,720	4,218	—	8,664	6,375	5,499	7,161	10
	6,039	4,166	—	3,857	3,663	—	6,622	5,257	5,021	5,701	11
	2·04	1·24	—	—	2·83	—	2·01	2·13	2·89	1·95	12
	6·32	3·98	—	—	9·86	—	5·36	7·81	—	5·69	13
	173·30	277·23	—	330·71	98·41	—	319·43	191·96	167·83	221·23	14
	3,71,68,075	1,08,61,667	(d)	2,80,376	28,20,431	(d)	1,07,40,150	97,54,398	19,44,509	11,64,33,530	15
	14,228	13,634	—	45,077	8,029	—	18,211	11,486	5,510	12,935	16
	11,558	11,925	—	11,060	6,971	—	13,919	9,472	5,031	10,299	17
	3·91	3·55	—	—	5·40	—	4·21	3·84	2·89	3·53	18
	12·09	11·38	—	—	18·76	—	11·30	14·06	—	10·42	19
	90·54	96·84	—	115·34	51·70	—	151·96	106·55	167·49	122·47	20
	(c) 5,65,86,906	1,46,55,944	91,[illegible]773	3,78,157	43,02,152	4,36,54,546	1,58,49493	1,51,68,581	38,85,113	23,36,47,751	21
	21,662	18,397	24,372	60,797	12,247	29,292	26,875	17,861	11,009	21,504	22
	17,597	16,091	16,561	14,917	10,633	19,651	20,541	14,729	10,052	16,599	23
	5·95	4·79	4·52	—	8·23	4·76	6·22	5·97	5·78	5·29	24
	18·41	15·36	15·56	—	28·62	16·85	16·66	21·87	—	16·23	25
	59·47	71·77	97·05	85·51	33·89	83·09	102·97	68·52	83·83	80·34	26
	34·32	25·89	—	25·86	34·44	—	32·24	35·69	49·95	35·63	27
	65·68	74·11	—	74·14	65·56	—	67·76	64·31	50·05	64·37	28
	13·54	[illegible]·57	13·81	6·43	14·07	15·01	14·21	12·81	9·47	13·31	29
	4·64	3·77	—	1·66	4·85	—	4·58	4·57	4·73	4·61	30
	8·90	10·80	—	4·77	9·22	—	9·63	8·24	4·74	8·33	31
	2·97	3·59	4·85	4·28	1·69	4·15	5·15	3·43	4·19	4·02	32
	87·70	70·22	53·57	60·80	126·26	62·59	45·32	75·68	62·20	64·00	33

(c) Including cost of other than broad gauge rolling stock
(d) Value of engines and carriage and wagon stock not recorded separately.
(e) Information not available.
(f) Excluding 3·13 miles of metre-gauge line.
(g) Excluding 4·68 miles of single track laid on metre gauge.
(h) Excluding rent of leased lines.

STATEMENT

VALUE of LOCOMOTIVES and VEHICLES on the STANDARD and METRE GAUGE

Progressive Number.	Details.		METRE			
			State Lines worked by Companies.			
			XXXVII. Bengal and North-Western Railway System.	XXXIX. Rajputana-Malwa Railway System.	XLI. Southern Mahratta Railway System.	XLIV. South Indian Railway System.
1	Mileage open on the 31st December 1894	Miles	756·30	1,783·93	1,553·21	1,103·30
2	Mileage of single track, including sidings	„	352·05	2,055·13	1,705·39	1,240·31
3	Total train-mileage	Train-miles	1,689,275	7,226,435	3,235,033	3,254,466
4	Gross ton-mileage	Ton-miles	333,385,188	1,566,571,316	529,121,306	513,097,864
5	Total capital outlay on open line, excluding steamboat and suspense	Rs.	5,08,20,554 (a)	13,07,88,225	11,91,42,140	7,67,01,033
6	Gross earnings, excluding steamboat	„	51,23,889	2,52,59,055	79,87,447	82,37,977
7	Gross earnings per mean mile worked per week, excluding steamboat earnings.	„	130	272	99	145
8	Five per cent. of gross earnings, excluding steamboat	„	2,56,194	12,62,953	3,99,372	4,11,899
9	*Value of engine stock	„	19,09,421	79,55,498	45,22,134	43,21,596
10	Per mile of line open (9 ÷ 1)	„	2,525	4,459	2,911	3,917
11	Per mile of single track, including sidings (9 ÷ 2)	„	2,241	3,871	2,652	3,484
12	Per train-mile (9 ÷ 3)	„	1·13	1·10	1·40	1·33
13	Per 1,000 gross ton-miles (9 × 1,000 ÷ 4)	„	5·73	5·08	8·55	8·42
14	Amount of earnings for each 100 rupees worth of engine stock (6 × 100 ÷ 9).	„	268·35	317·50	176·63	190·62
15	*Value of coaching and goods stock	„	44,47,353	1,31,62,889	80,75,376	79,45,153
16	Per mile of line open (15 ÷ 1)	„	5,881	7,379	5,199	7,201
17	Per Mile of single track, including sidings (15 ÷ 2)	„	5,220	6,405	4,735	6,406
18	Per train-mile (15 ÷ 3)	„	2·63	1·82	2·49	2·44
19	Per 1,000 gross ton-miles (15 × 1,000 ÷ 4)	„	13·34	8·40	15·26	15·48
20	Amount of earnings for each 100 rupees worth of coaching and goods stock (6 × 100 ÷ 15).	„	115·20	191·90	98·91	103·69
21	*Total value of rolling-stock	„	63,57,274	2,11,18,337	1,25,97,510	1,22,66,749
22	Per mile of line open (21 ÷ 1)	„	8,406	11,838	8,110	11,118
23	Per mile of single track, including sidings (21 ÷ 2)	„	7,461	10,276	7,387	9,890
24	Per train-mile (21 ÷ 3)	„	3·76	2·92	3·89	3·77
25	Per 1,000 gross ton-miles (21 × 1,000 ÷ 4)		19·07	13·48	23·81	23·90
26	Amount of earnings for each 100 rupees worth of rolling-stock (6 × 100 ÷ 21).	„	80·60	119·60	63·45	67·16
27	Per cent. of value of locomotives on total capital outlay on rolling-stock (9 × 100 ÷ 21).	Per cent.	30·04	37·67	35·90	35·23
28	Per cent. of value of coaching and goods stock on total capital outlay on rolling-stock (15 × 100 ÷ 21).	„	69·96	62·33	[illegible]	64·77
29	Per cent. of total value of rolling-stock on total capital outlay on open line, excluding steamboat and suspense (21 × 100 ÷ 5).	„	12·51	16·14	10·57	15·99
30	Per cent. of total value of locomotives on total capital outlay on open line, excluding steamboat and suspense (9 × 100 ÷ 5).	„	3·76	6·08	3·79	5·63
31	Per cent. of total value of vehicles on total capital outlay on open line, excluding steamboat and suspense (15 × 100 ÷ 5).	„	8·75	10·06	6·78	10·36
32	Return on capital cost of rolling-stock from 5 per cent. of gross earnings, the usual charge for provision of rolling-stock (8 × 100 ÷ 21).	„	4·03	5·98	3·17	3·36
33	Total value of rolling-stock per mile for each rupee earned per mile per week (22 ÷ 7).	Rs.	64·66	43·52	81·92	76·68

(a) Including Rs. 10,90,014 on account of interest on capital during construction.

* Represents total cost charged

(b) Including the Dacca Section.
(c) Included in Northern and Behar Sections.

No. 10—*concluded.*

RAILWAYS on the 31st December 1894, compared with EARNINGS—*concluded.*

GAUGE.	State Lines worked by the State.			Assisted Companies.				Lines owned and worked by Native States.		Foreign Line.	Total and Average of Metre Gauge Railways.	Progressive Number
	XLVII. — XLVIII. Eastern Bengal (State).			LI.	LII.	LIII.	LIV.	LXI.	LXII.	LXVI.		
	Northern and Behar Sections (including the Kaunia-Dharlea, 2′ 6″ Gauge Branch).	Dacca Section.	Burma (State).	Doeghur.	Rohilkund and Kumaon Railway System.	Bengal Doaars.	Dibru-Sadiya.	Jodhpore-Bickaneer-Jodhpore and Bickaneer Section.	Bhávnagar-Gondal-Junágarh-Porbandar Railway System.	West of Indian Portuguese.		
	478·35	85·92	745·39	4·79	285·09	36·40	77·50	364·00	(*f*) 380·21	51·00	7,705·59	1
	552·72	99·61	872·31	5·41	317·44	43·63	86·38	374·50	424·18	62·85	8,691·89	2
	1,410,935	186,549	1,879,411	13,902	532,686	50,477	184,416	364,612	576,330	116,720	20,721,247	3
	(*b*) 271,886,632	(*c*)	376,277,903	(*e*)	102,132,460	(*e*)	(*e*)	65,056,255	91,421,094	(*e*)	3,848,950,018	4
	3,87,94,662	67,04,908	6,25,89,777	2,86,180	1,04,96,009	21,47,982	70,76,298	73,92,279	1,84,61,043	1,35,73,274	54,49,74,364	5
	47,62,017	5,01,454	62,39,292	29,425	14,31,583	1,96,525	5,31,645	11,61,429	19,95,843	(*g*) 4,13,819	6,38,71,400	6
	191	112	164	118	99	110	132	61	101	156	160	7
	2,38,101	25,073	3,11,965	1,471	71,579	9,826	26,582	58,071	99,792	20,691	31,93,569	8
	13,88,580	2,64,353	22,98,955	34,000	5,63,250	99,922	(*e*)	3,89,446	6,23,685	4,01,528	2,47,72,368	9
	2,902	3,076	3,084	7,098	1,976	2,745	—	1,070	1,640	7,873	3,248	10
	2,512	2,654	2,635	6,285	1,774	2,290	—	1,040	1,470	6,389	2,879	11
	0·98	1·41	1·22	2·45	1·06	1·98	—	1·07	1·08	3·44	1·21	12
	(*b*) 6·08	(*c*)	6·11	(*e*)	5·51	(*e*)	—	5·99	6·82	(*e*)	6·30	13
	342·94	189·69	271·40	86·54	254·16	8,96·68	—	298·23	320·01	103·06	255·69	14
	37,95,027	4,90,153	65,99,998	49,236	13,12,587	2,28,560	(*e*)	5,77,261	16,86,433	3,45,772	4,87,16,248	15
	7,930	5,705	8,854	10,279	4,604	6,279	—	1,586	4,433	6,780	6,386	16
	6,866	4,921	7,566	9,101	4,135	5,239	—	1,541	3,976	5,501	5,661	17
	2·69	2·63	3·51	3·54	2·46	4·53	—	1·58	2·93	2·96	2·37	18
	(*b*) 15·76	(*c*)	17·54	(*e*)	12·85	(*e*)	—	8·87	18·45	(*e*)	12·50	19
	125·48	102·31	94·53	59·76	109·07	85·98	—	201·20	118·35	119·68	130·02	20
	51,83,607	7,54,506	(*d*) 88,87,989	83,236	18,75,837	3,28,482	13,64,111	9,66,707	23,10,118	7,47,300	7,48,41,763	21
	10,832	8,781	11,924	17,377	6,580	9,024	17,601	2,656	6,076	14,653	9,713	22
	9,378	7,575	10,189	15,386	5,909	7,529	15,792	2,581	5,446	11,890	8,611	23
	3·67	4·04	4·73	5·99	3·52	6·51	7·40	2·65	4·01	8·40	3·61	24
	(*b*) 21·84	(*c*)	23·62	(*e*)	18·36	(*e*)	(*e*)	14·86	25·27	(*e*)	18·79	25
	91·87	66·46	70·20	35·35	76·32	59·83	38·97	120·14	86·40	55·38	85·34	26
	26·79	35·04	25·86	40·85	30·03	30·42	—	40·29	27·00	53·73	33·71	27
	73·21	[illegible]6	74·26	59·15	69·97	69·58	—	59·71	73·00	46·27	66·30	28
	13·36	11·25	14·20	29·08	17·87	15·29	19·28	13·07	12·51	5·51	13·73	29
	3·58	3·94	3·66	11·88	5·37	4·65	—	5·27	3·37	2·96	4·61	30
	9·78	7·31	10·54	17·20	12·50	10·64	—	7·80	9·14	2·55	9·06	31
	4·59	3·32	3·51	1·77	3·82	2·99	1·95	6·01	4·32	2·77	4·27	32
	56·71	78·40	72·71	147·26	66·56	82·04	133·34	43·54	60·16	93·93	60·71	33

to final heads of account.

(*d*) Excluding Rs. 10,964 on account of receipts on capital accoun

(*e*) Information not recorded.

(*f*) Including 4·50 miles of dock estates and quarry lines constructed and maintained by the States themselves.

(*g*) Excluding Rs. 1,29,854 on account of harbour earnings.

STATEMENT

NUMBER of VEHICLES on the STANDARD and METRE GAUGE RAILWAYS

Serial Number.	Railway (including Branch Lines worked).	Number of Coaching Vehicles fitted for Ambulance Purposes.				*Percentage on entire Stock.	Number of Horse Boxes.					Number of covered Goods Waggons adopted for the Carriage of Horses.†				Number of covered Goods Waggons suitable for the Carriage of Horses. ‡
		Intermediate Class.	3rd Class.	Composites.	Total.		Capable of carrying Six Horses.	Capable of carrying Four Horses.	Capable of carrying Three Horses.	Capable of carrying Two Horses.	Total.	Wooden.	Iron.	Total.	*Percentage on entire Stock.	
	Standard Gauge.															
	STATE LINES WORKED BY COMPANIES.															
I.	East Indian	—	52	—	52	4·91	75	—	—	—	75	891	267	1,158	19·28	1,158
II.	Bengal-Nágpur	—	23	—	23	9·09	10	—	—	—	10	—	(a) 1,191	1,191	52·44	—
III.	Indian Midland	—	22	—	22	8·66	—	—	10	—	10	—	750	750	64·10	—
	STATE LINES WORKED BY THE STATE.															
X.	North-Western (State) (c)	—	418	4	422	34·48	98	—	26	—	124	75	(d) 4,305	4,380	64·53	—
XII.	Oudh and Rohilkhand (State).	—	15	—	15	3·65	25	2	—	—	27	150	400	(a) 550	14·27	—
XIII.	Eastern Bengal (State)	16	—	—	16	4·89	5	—	5	—	10	—	(f) 261	261	17·97	(k) 535
XVI.	East Coast (State)	—	—	—	—	—	4	—	—	—	4	—	—	—	—	—
	*LINES WORKED BY GUARANTEED COMPANIES.															
XXII.	Great Indian Peninsula	—	29	—	29	2·98	—	—	93	—	93	1,506	—	1,506	33·73	375
XXIII.	Bombay, Baroda, and Central India.	—	15	—	15	4·04	15	—	—	—	15	1,654	—	1,654	77·50	1,654
XXIV.	Madras	—	28	—	28	5·37	1	—	45	—	46	748	(a) 400	1,148	98·54	1,148
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.															
XXX.	The Nizam's Guaranteed State.	—	—	—	—	—	7	—	3	—	10	45	60	105	61·77	45

* Percentage on stock of the same class of vehicles shown in column 5 of Statement No. XII. of the Capital and Revenue accounts for the second half of 1894.

† Only such waggons as are actually provided with complete fittings are included in this list.

(a) Capable of carrying eight horses.
(b) 2nd and 3rd class compartments only fitted with racks.
(c) The carriages on this line are fitted with both hooks and racks, racks are only used under the seats.
(d) Including 412 bogie carriages.
(e) Including 116 bogie carriages.
(f) Including five first class carriages.

No. 11.

adapted for MILITARY PURPOSES, as existing on the 31st December 1894.

Number of Open Goods Waggons suitable for the Carriage of Artillery Guns.§				CARRIAGES FITTED WITH HOOKS OR RACKS.															
				Number fitted with										*Percentage fitted on the total Stock of each Class.					
				Hooks.				Racks.											
Medium or high-sided.	Ballast or low-sided.	Total.	*Percentage on entire Stock.	2nd Class.	Intermediate, Class.	Composite, Intermediate and 3rd.	3rd Class.	Composite, 1st, and 2nd.	Composite, 1st, and 3rd.	2nd Class.	Intermediate Class.	Composite, Intermediate, and 3rd.	3rd Class.	Composite, 1st, and 2nd.	Composite, 1st and 3rd.	2nd Class.	Intermediate Class.	Composite, Intermediate, and 3rd.	3rd Class.
—	1,575	1,575	82·85	1	—	—	22	—	—	—	—	—	—	—	—	1·11	—	—	3·28
500	115	615	55·11	—	—	—	—	(b) 23	(b) 4	15	8	—	149	92·00	100·00	100·00	100·00	—	82·32
—	208	208	24·24	—	—	—	—	—	—	17	—	—	178	—	—	100·00	—	—	80·91
148	(e) 1,715	1,863	60·16	—	—	—	—	(f) 25	(g) 8	23	51	(h) 86	715	12·88	80·00	28·05	52·04	86·87	94·45
—	213	213	45·61	—	—	—	—	—	(i) 22	—	20	5	259	—	100·00	—	100·00	100·00	100·00
—	166	166	70·04	—	7	—	1	—	—	—	1	—	101	—	—	—	15·38	—	50·00
—	300	300	75·00	—	—	—	—	—	(l) 2	—	—	—	55	—	100·00	—	—	—	63·22
2,882	280	3,162	100·00	—	—	—	—	—	—	54	—	—	66	—	—	36·00	—	—	11·89
51	251	302	20·31	—	—	—	—	1	—	—	22	—	101	3·70	—	—	88·00	—	35·69
—	142	142	11·62	70	—	—	308	—	—	—	—	—	—	—	—	100·00	—	—	81·91
350	80	430	91·49	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

‡ Including all covered goods waggons which from their dimensions and from having wooden floors or iron floors covered with battens are suitable for the carriage of horses.

§ Excluding waggons with doors *less* than 5 ft. 9 ins. wide and those with sides higher than 2 ft. 4 ins. from floor level, where the doors are *less* than 6 ft 1 ins. wide.

(*g*) Composite 1st, 2nd, and 3rd class carriages.
(*h*) Including 15 third and postal composites and 20 intermediate and postal composites.
(*i*) Composite intermediate and postal, and 3rd and postal vans.
(*j*) Fitted with breast bars, but floors not yet covered with wooden battens.
(*k*) Fitted with hooks only, but floors not yet covered with wooden battens.
(*l*) Composite third and postal vans.

STATEMENT

NUMBER of VEHICLES on the STANDARD and METRE GAUGE RAILWAYS

Serial Number.	Railway (including Branch Lines worked).	Number of Coaching Vehicles fitted for Ambulance Purposes.				*Percentage on entire Stock.	Number of Horse Boxes.					Number of covered Goods Waggons adopted for the Carriage of Horses.†				Number of covered Goods Waggons suitable for the Carriage of Horses. ‡
		Intermediate Class.	3rd Class.	Composites.	Total.		Capable of carrying Six Horses.	Capable of carrying Four Horses.	Capable of carrying Three Horses.	Capable of carrying Two Horses.	Total.	Wooden.	Iron.	Total.	*Percentage on entire Horses.	
	Metre Gauge.															
	STATE LINES WORKED BY COMPANIES.															
XXXVII.	Bengal and North-Western—															
	Tirhoot section	—	—	—	—	—	—	15	—	—	15	74	—	74	3·28	—
	Company's section															
XXXVIII.	Rohilkund and Kumaon (Lucknow-Bareilly Section).	—	—	—	—	—	—	3	—	—	3	3	—	3	0·71	—
XXXIX.	Rajputana-Malwa	—	(a) 26	—	26	2·35	—	82	—	—	82	337	—	337	7·50	—
XLI.	Southern Mahratta	—	3	—	3	0·38	—	36	—	—	36	—	100	100	3·18	—
XLIV.	South Indian	—	15	—	15	2·07	—	10	—	20	30	17	250	267	14·73	1,623
	STATE LINES WORKED BY THE STATE.															
XLVII.	Eastern Bengal (State)—															
	Northern and Behar Sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	—	—	—	—	—	—	8	—	—	8	—	—	—	—	(g) 570
	Dacca Section	—	—	—	—	—	—	2	—	—	2	—	—	—	—	(g) 126
XLVIII.	Burma (State)	—	68	—	68	14·96	—	34	—	—	34	(i) 98	50	148	6·13	150
	ASSISTED COMPANIES.															
LII.	Rohilkund and Kumaon (Company's Section).	—	—	—	—	—	—	2	—	—	2	—	—	—	—	—
LIV.	Dibru-Sadiya	—	—	—	—	—	—	—	—	1	1	—	—	—	—	90
	LINES OWNED AND WORKED BY NATIVE STATES.															
LXI.	Jodhpore-Bickaneer—															
	Jodhpore Section	—	—	—	—	—	—	4	—	1	5	—	—	—	—	—
	Bickaneer Section															
LXII.	Bhávnagar-Gondal-Junágarh-Porbandar.	—	—	—	—	—	—	4	—	(m) 6	10	—	—	—	—	—

* Percentage on stock of the same class of vehicles shown in column 5 of Statement No. XII. of the Capital and Revenue Accounts for the second half of 1894.
† Only such waggons are included as are actually provided with complete fittings.
‡ Including all covered goods waggons which from their dimensions and from having wooden floors or iron floors covered with battens, are suitable for the carriage of horses.
(a) Including 21 bogie carriages.
(b) Including 953 bogie carriages.
(c) Including 31 bogie carriages.
(d) Including 12 bogie carriages.
(e) Including 42 bogie carriages.

No. 11—*concluded.*

adapted for Military Purposes, as existing on the 31st December 1894—*concluded.*

Number of Open Goods' Waggons suitable for the Carriage of Artillery Guns.§				Carriages fitted with Hooks or Racks.															
				Number fitted with										*Percentage fitted on the Total Stock of each Class.					
				Hooks.				Racks.											
Medium or High-sided.	Ballast or Low-sided.	Total.	*Percentage on Entire Stock.	2nd Class	Intermediate Class.	Composite, Intermediate, and 3rd.	3rd Class.	Composite, 1st, and 2nd.	Composite, 1st, and 3rd.	2nd Class.	Intermediate Class.	Composite, Intermediate, and 3rd.	3rd Class.	Composite, 1st, and 2nd.	Composite, 1st, and 3rd.	2nd Class.	Intermediate Class.	Composite, Intermediate, and 3rd.	3rd Class.
—	53	53	18·34	—	—	—	—	—	—	—	—	7	127	—	—	—	—	31·82	57·47
—	—	—	—	—	—	—	—	—	—	—	1	—	59	—	—	—	100·00	—	100·00
—	(b) 1,944	1,944	71·16	—	—	—	—	1	—	2	8	7	(c) 124	2·17	—	2·11	16·00	23·00	16·47
111	649	760	54·91	—	—	—	—	(d) 34	—	36	—	—	(e) 227	65·38	—	85·71	—	—	47·10
—	—	—	—	—	—	—	—	—	(f) & (n) 19	—	—	—	431	—	28·61	—	—	—	72·80
—	52	52	19·12	—	—	—	(h) 50	22	—	8	26	—	(h) 93	84·62	—	66·67	78·79	—	87·73
—	16	16	61·54	—	1	1	35	5	—	4	—	—	—	100·00	—	100·00	14·29	100·00	100·00
—	286	286	42·37	—	—	—	—	(j) 11	(j) & (k) 5	12	—	—	(l) 308	25·00	100·00	25·00	—	—	86·03
—	—	—	—	—	—	—	—	—	—	—	2	1	14	—	—	—	100·00	100·00	100·00
479	70	549	100·00	—	—	—	—	—	—	—	—	—	6	—	—	—	—	—	35·29
—	40	40	100·00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	6	—	—	—	—	—	—	—	—	—	—	—	4·69

§ Excluding waggons with doors *less* than 5 ft. 9 ins. wide, and those with sides higher than 2 ft. 4 ins. from floor level, where the doors are *less* than 6 ft. 1 ins wide.

(*f*) Including 14 bogie carriage.
(*g*) Breast bars not fitted, but from their dimensions are suitable for the carriage of horses.
(*h*) Including 1 on bogie frame.
(*i*) Including 75 bogie carriages.
(*j*) Bogie carriages.
(*k*) Composite 2nd and 3rd class carriages.
(*l*) Including 31 bogie carriages.
(*m*) These are cattle trucks and are capable of carrying two horses each.
(*n*) Composite 1st, 2nd, and 3rd class carriages.

Statement No. 12.

Locomotives and Vehicles fitted with Automatic Vacuum-Brakes on the Standard and Metre Gauge Railways, on the 31st December 1894.

Serial Number.	Railway (including branch lines worked).	Number of Locomotives and Vehicles fitted with Automatic Vacuum-Brakes.					Number of Miles run by Trains fitted.	Total Train Mileage of all Descriptions.	Proportion per cent.			Remarks.
		Locomotives.		Vehicles.								
		Fitted.	Not fitted.	Braked.	Piped.	Not fitted.			Of Locomotives fitted on total.	Of Vehicles braked or piped on total.	Of Mileage run by Trains fitted or partially fitted on total Train-Mileage.	
	Standard Gauge.											
	State Lines worked by Companies.											
I.	East Indian	62	518	235	178	10,146	1,067,259	10,915,481	10·69	3·91	9·78	
II.	Bengal-Nágpur	—	103	—	—	3,823	—	1,607,609	—	—	—	
III.	Indian Midland	17	100	38	6	2,495	(*a*)	1,553,931	14·53	1·73	—	(*a*) Brakes not yet brought into use.
	State Lines worked by the State.											
X.	North-Western (State)	(*b*) 337	251	(*b*) 1,429	159	10,516	2,284,574	9,504,228	57·31	13·12	24·04	(*b*) Excluding 4 engines and 47 vehicles sold to the Mushkaf-Bolán Railway.
XII.	Oudh and Rohilkhand (State).	15	(*c*) 141	111	15	4,826	490,735	3,061,553	9·62	2·54	16·03	(*c*) Including 20 locomotives fitted with Westinghouse brakes.
XIII.	Eastern Bengal (State)	15	82	104	34	2,438	499,047	2,013,763	15·46	5·36	24·78	
XV.	Calcutta Port Commissioners'.	—	6	—	—	172	—	(*d*)	—	—	—	(*d*) Information not available.
XVI.	East Coast (State)	—	38	—	—	976	—	522,529	—	—	—	
	Lines worked by Guaranteed Companies.											
XXII.	Great Indian Peninsula	102	(*e*) 503	326	116	9,146	1,130,936	9,174,096	16·36	4·61	12·33	(*e*) Including 27 locomotives fitted with Westinghouse brakes.
XXIII.	Bombay, Baroda, and Central India.	70	73	410	54	4,057	777,180	2,548,189	48·95	10·26	30·50	
XXIV.	Madras	—	163	6	36	3,485	(*a*)	2,538,963	—	1·19	—	
	Line owned by Native State and worked by Company.											
XXX.	The Nizam's Guaranteed State.	—	50	—	—	882	—	672,356	—	—	—	
	Total Standard Gauge	618	2,028	2,659	598	52,962	6,249,731	44,112,598	23·36	5·79	14·17	

STATEMENT No. 12—*concluded.*

LOCOMOTIVES and VEHICLES fitted with AUTOMATIC VACUUM-BRAKES on the STANDARD and METRE GAUGE RAILWAYS, on the 31st December 1894—*concluded.*

Serial Number.	Railway (including Branch Lines worked).	NUMBER OF LOCOMOTIVES AND VEHICLES FITTED WITH AUTOMATIC VACUUM-BRAKES.										REMARKS.
		Locomotives.		Vehicles.			Number of Miles run by Trains fitted.	Total Train-Mileage of all Descriptions.	Proportion per cent.			
		Fitted.	Not fitted.	Braked.	Piped.	Not fitted.			Of Locomotives fitted on total.	Of Vehicles braked or piped on total.	Of Mileage run by Trains fitted or partially fitted on total Train-Mileage.	
	Metre Gauge.											
	STATE LINES WORKED BY COMPANIES.											
XXXVII.	Bengal and North-Western.	—	100	—	—	3,056	—	1,639,275	—	—	—	
XXXIX.	Rajputana-Malwa	—	440	—	—	8,755	—	7,226,435	—	—	—	
XLI.	Southern Mahratta	—	(a) 220	—	1	(b) 5,586	(c)	3,235,033	—	0·02	—	(a) Excluding the tender of a condemned engine, but including three locomotives fitted with Westinghouse brakes.
XLIV.	South Indian	20	184	44	9	4,176	(c)	3,254,466	9·80	1·25	—	(b) Including 19 vehicles fitted with Westinghouse brakes.
	STATE LINES WORKED BY THE STATE.											(c) Brakes not yet brought into use.
XLVII.	Eastern Bengal (State)—											
	Northern and Behar Sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	7	68	84	12	2,196	54,883	1,410,935	9·33	4·19	3·89	
	Dacca Section	—	14	—	—	323	—	186,549	—	—	—	
XLVIII.	Burma (State)	—	121	—	—	3,950	—	1,879,411	—	—	—	
	ASSISTED COMPANIES.											
LI.	Deoghur	—	3	—	—	20	—	13,902	—	—	—	
LII.	Rohilkund and Kumaon (Company's Section).	—	27	—	—	834	—	582,686	—	—	—	
LIII.	Bengal Doors	—	4	—	—	104	—	50,477	—	—	—	
LIV.	Dibru-Sadiya	—	18	—	—	735	—	184,416	—	—	—	
	LINES OWNED AND WORKED BY NATIVE STATES.											
LXI.	Jodhpore-Bickaneer—											
	Jodhpore Section	—	17	—	—	301	—	364,612	—	—	—	
	Bickaneer Section											
LXII.	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	—	33	—	—	1,119	—	576,330	—	—	—	
	Total Metre Gauge	27	1,249	128	22	31,153	54,883	20,604,527	2·12	0·48	0·27	

Statement No. 13.

Number of Carriages fitted with Retiring Accommodation for Females on the 31st December 1894, in accordance with Section 64 of Act IX. of 1890.

Serial Number.	Railway.	Intermediate Class.	Third Class.	Total.	Remarks.
	Standard Gauge.				
	State Lines worked by Companies.				
I.	East Indian	—	50	50	
II.	Bengal-Nágpur	—	20	20	
III.	Indian Midland	—	20	20	
	State Lines worked by the State.				
X.	North-Western (State)	78	(a) 78	156	(a) Of these 27 are bogie carriages.
XII.	Oudh and Rohilkhand (State)	—	36	36	
XIII.	Eastern Bengal (State)	16	22	38	
XVI.	East Coast (State)	—	12	12	
	Lines worked by Guaranteed Companies.				
XXII.	Great Indian Peninsula	—	113	113	
XXIII.	Bombay, Baroda, and Central India	6	15	21	
XXIV.	Madras	—	45	45	
	Line owned by Native State and worked by Company.				
XXX.	The Nizam's Guaranteed State	—	14	14	
	Metre Gauge.				
	State Lines worked by Companies.				
XXXVII.	Bengal and North-Western: Tirhoot section	—	22	22	
	Company's section				
XXXVIII.	Rohilkund-Kumaon (Lucknow-Bareilly section)	(b) 5	—	5	(b) Composite intermediate and third-class carriages with latrine accommodation in both compartments.
XXXIX.	Rajputana-Malwa	—	55	55	
XLI.	Southern Mahratta	—	(c) 52	52	(c) Of these two are bogie carriages.
XLIII.	Southern Mahratta (Mysore section)				
XLIV.	South Indian	—	(d) 38	38	(d) Of these four are bogie carriages.
	State Lines worked by the State.				
XLVII.	Eastern Bengal (State): Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge branch).	24	20	44	
	Dacca section	4	5	9	
XLVIII.	Burma (State)	5	30	35	
	Assisted Companies.				
LII.	Rohilkund and Kumaon (Company's section).	(e) 3	—	3	(e) Composite intermediate and third-class carriages with latrine accommodation in both compartments. The intermediate halves of two carriages have been set apart for the use of the Postal Department.
LIV.	Dibru-Sadiya	—	6	6	
	Lines owned and worked by Native States.				
LXI.	Jodhpore-Bickaneer: Jodhpore Section	—	10	10	
	Bickaneer Section				
LXII.	Bhávnagar-Gondal-Junágarh-Porbandar	—	12	12	
LXIII.	Jetalsar-Rájkot				
	Special Gauges.				
	Assisted Company.				
XLIX.	Darjeeling-Himalayan (2′ 0″)	—	2	2	
	Line owned and worked by Native State.				
LXXIII.	Morvi (2′ 6″)	—	6	6	

CHAPTER VII.

CAPITAL.

The total capital expenditure on Indian Railways up to the 31st of December 1894, including lines under construction and survey, &c., amounted to Rs. 2,55,25,30,392, allocated as follows:—

	Rs.	£
State Railways, *vide* details on pages 96 to 99	1,55,02,76,444	
State lines leased to companies, page 104 -	31,18,55,235	- 24,544,834
Guaranteed Railways, page 104 - -	49,73,80,282	- 45,593,193
Subsidised Company, page 104, footnote (*b*) -	20,80,140	- 170,141
Assisted Companies* - - -	6,08,80,918	
Native States, pages 101 to 103 - -	10,53,78,060	
Foreign lines, page 109 - - -	1,68,81,356	
	2,54,47,32,735	
Surveys, page 100 - - - -	47,13,172	
Collieries, page 100 - - -	30,84,485	
	2,55,25,30,392	

The sterling equivalent of the expenditure on guaranteed lines, on State lines leased to companies and on the Rohilkund and Kumaon Railway is also given the rupee outlay being converted into sterling at the rates of exchange applicable in each case. The figures under the head "State railways" are based, in the case of lines which have been acquired by Government from guaranteed railway companies, on the price paid to the shareholders at the time of purchase converted at the rate of 1*l.* = 10 rupees. On State lines the indirect charges, *i.e.*, leave and pension allowances and capitalised value of abatement of land revenue, are not included.

2. Up to the 31st of December 1894, the total amount of capital raised by the various guaranteed railway companies was 45,913,396*l.*, and for State lines leased to Companies, 24,770,414*l.*, or in all 70,683,810*l.*, as under:—

STATEMENT No. 14.

GUARANTEED RAILWAYS.

Particulars.	XXII. Great Indian Peninsula Railway.	XXIII. Bombay, Baroda, and Central India Railway.	XXIV. Madras Railway.	Total.
	£	£	£	£
Share Capital at 5 per cent. - -	20,000,000	7,550,300	8,757,670	36,307,970
Share Capital at 4¾ per cent. - -	—	—	999,960	999,960
Share Capital at 4½ per cent. - -	—	—	500,000	500,000
Debentures at 3½ per cent. - -	804,800	—	—	804,800
Debentures at 3¼ per cent. - -	1,866,100	1,238,500	462,200	3,566,800
Debentures at 3 per cent. - - -	300,000	300,000	337,800	937,800
Debenture Stock at 4 per cent. - -	2,701,450	—	—	2,701,450
Capital not bearing interest - -	64,183	18,419	12,014	94,616
Total - - -	25,736,533	9,107,219	11,069,644	45,913,396

* As per details on pages 108 and 109, excluding the Rohilkund and Kumaon Railway (Company's section), shown above under Subsidised Company - - - - - - Rs. 3,03,00,031
Add Nilgiri Railway (under construction) - - - - - - 18,50,000
Add Bengal and North-Western Railway (Company's section) - - - - - 2,87,24,887
Total 6,08,80,918

The capital not bearing interest is made up thus :—

	£	£
Premium on share capital and debentures - - -		320,507
Discount on debenture stock—		
Stock represented as shown above -	2,701,450	
Cash received - - - - -	2,475,559	
Discount - - - -		225,891
Balance, excess premium - -		94,616

Statement No. 15.

State Lines leased to Companies.

Particulars.	II. Bengal-Nagpur. Railway.	III. Indian Midland Railway.	XIV. Bengal Central Railway.	XXXVIII. Rohilkund-and Kumaon Railway (Lucknow-Bareilly Section).	XLI. Southern Mahratta Railway (including Bareilly-Kistna Railway).	XLIII. Southern Mahratta Railway (Mysore Section).	XLVI. Assam-Bengal.	Total.
	£	£	£	£	£	£	£	£
Share capital at 4 per cent.	3,000,000	3,000,000	—	—	—	—	—	6,000,000
Share capital at 3½ per cent.	—	—	500,000	—	*3,500,000	—	1,428,560	5,428,560
Advances from money raised under Act 51 Vict. cap. 5.	2,760,000	1,345,000	500,000	—	2,129,900	—	—	6,734,900
Debentures at 3½ per cent.	1,000,000	—	—	—	—	—	—	1,000,000
Debentures at 3¼ per cent.	500,000	2,754,100	—	147,000	688,100	[redacted]	—	4,089,200
Debentures at 3 per cent.	—	—	—	—	255,000	—	—	255,000
Debenture stock at 4 per cent.	—	—	—	—	—	1,200,000	—	1,200,000
Capital not bearing interest.	5,781	2,016	—	—	30,957	24,000	—	62,754
Total - -	7,265,781	7,101,116	1,000,000	147,000	6,603,957	1,224,000	1,[redacted]00	24,770,414

* 4 per cent. up to the 31st December 1890, thereafter 3½ per cent.

3. The following tables contain further information in detail regarding the Capital transactions of the different Railways :—

STATEMENT No. 16.

STATEMENT of DEBENTURE LOANS on the 31st of December 1894.

Serial Number.	RAILWAY.	Amounts.		Rate of Interest.	Date at which Loan expires.	REMARKS.
		£	£			
	GUARANTEED.	804,800	- - -	3½	30th June 1895.	
		264,000	- - -	3¼	30th June 1895.	
		300,000	- - -	3	31st December 1895.	
XXII.	Great Indian Peninsula	300,000	- - -	3¼	30th June 1896.	
		300,000	- - -	3¼	31st December 1896.	
		1,002,100	- - -	3¼	30th June 1897.	
			2,970,900			
		100,000	- - -	3¼	5th May 1896.	
		250,000	- - -	3¼	15th June 1896.	
		100,000	- - -	3¼	1st April 1897.	
XXIII.	Bombay, Baroda, and Central India.	232,000	- - -	3¼	1st February 1898.	
		20,500	- - -	3¼	1st August 1898.	
		536,000	- - -	3¼	1st December 1898.	
		300,000	- - -	3	1st January 1902.	
			1,538,500			
		178,500	- - -	3	30th June 1895.	
		60,000	- - -	3¼	31st December 1895.	
		200,000	- - -	3¼	31st December 1896.	
XXIV.	Madras - -	5,100	- - -	3	30th June 1897.	
		102,200	- - -	3¼	31st December 1897	
		100,000	- - -	3¼	31st December 1898.	
		14,200	- - -	3	30th June 1899.	
		140,000	- - -	3	30th June 1900.	
			800,000			
	Total Guaranteed	- - -	5,309,400			
	STATE LINES LEASED TO COMPANIES.					
II.	Bengal-Nágpur -	1,000,000	- - -	3½	18th February 1895.	
		500,000	- - -	3¼	18th February 1895.	
			1,500,000			
		1,000,000	- - -	3¼	1st July 1895.	
III.	Indian Midland -	171,200	- - -	3¼	1st January 1896.	
		582,900	- - -	3¼	1st July 1896.	
		1,000,000	- - -	3¼	31st December 1897.	
			2,754,100			
XXXVIII.	Rohilkund and Kumaon (Lucknow-Bareilly section) - - The sum of Rs. 20,34,195 raised by the [illegible] of these stock debentures was paid into the Government Treasury, Calcutta.	- - -	147,000	3¼	1st July 1898.	
		88,100	- - -	3¼	1st October 1898.	
XLI.	Southern Mahratta -	600,000	- - -	3¼	1st April 1899.	
		255,000	- - -	3	1st October 1901.	
			943,100			
	Total State -	- - -	5,344,200			
	PURCHASED BY THE STATE.					
XLIV.	South Indian - -	- - -	313,700	3¼	1st July 1896.	
	Grand Total -	- - -	10,967,300			

STATEMENT

STATEMENT of EXPENDITURE in England and in India on Indian State Railways

Classification of Expenditure.	STATE LINES WORKED								
	STANDARD GAUGE.						METRE		
	Open Lines.						Open		
	I. East Indian.	IV. Bhopal-Itársi (Government Share).*	V. Godhra-Ratlam.	VI. Wardha Coal.	VII. Dhond-Manmád.	Bezwáda Extension.	XXXVII. Bengal and North Western (Tirhoot Section).	XXXVIII. Rohilkund and Kumaon (Lucknow Bareilly Section).	XXXIX. Rajputana-Malwa.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of Line	37,20,00,000	—	—	—	—	—	—	—	—
Overdrawn capital	26,45,269	—	—	—	—	—	—	—	—
Preliminary Expenses	1,88,020	—	1,71,835	91,642	1,28,698	15,319	1,83,608	1,28,279	22,71,636
Land	11,72,928	—	16,665	4,745	98,701	47,109	10,04,870	1,49,359	13,10,931
Formation	15,09,760	—	56,36,288	3,02,318	9,14,803	1,75,513	10,76,185	2,98,171	72,49,304
Bridgework	58,79,089	—	35,98,295	10,51,024	21,77,728	1,05,999	40,86,754	4,79,483	2,15,99,644
Fencing	4,88,993	—	1,94,033	2,22,989	3,92,557	19,878	9,10,493	95,675	26,86,499
Electric telegraph	[redacted]	—	160	—	—	—	—	—	—
Ballast and permanent-way	1,27,77,185	—	36,67,350	17,51,227	50,20,570	6,15,385	80,39,803	22,62,741	3,71,23,707
Stations and buildings	65,66,143	—	9,24,072	3,61,990	8,55,501	3,03,048	31,80,635	5,96,221	1,78,52,184
Colliery works	8,66,669	—	—	—	—	—	—	—	—
Loss on working	—	—	—	—	—	—	—	—	—
Plant	12,51,525	—	29,352	2,19,460	1,87,833	9,464	5,75,927	1,15,281	29,37,302
Ferries	6,67,299	—	—	—	—	—	5,45,099	—	—
Rolling stock	59,75,392	—	—	3,79,332	17,298	20,384	30,92,043	6,57,002	2,11,18,145
General charges	14,42,109	—	6,66,503	4,52,588	7,75,803	1,17,275	13,65,568	3,06,580	83,44,618
Suspense accounts	67,95,357	—	5,62,353	—	879	—	2,53,676	—	45,41,401
Exchange	—	—	—	1,90,918	6,56,990	—	7,8[redacted]	42,150	50,75,830
Deduct— Receipts on capital account	—	—	7,765	40,544	15,719	2,472	91,290	9,803	2,76,053
Deduct— Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, &c.	1,00,13,506	—	—	—	—	—	—	—	—
TOTAL	§ 41,02,12,212	21,71,496	1,54,54,141	49,87,689	1,12,11,642	14,26,902	2,50,08,061	51,21,139	13,18,35,447

ading Rs. 60,570 incurred on surveys of the Bhopal-Itársi Railway shown under "Completed Surveys,"
† Expenditure incuerrd by Government to the 31st December 18[redacted]cluding liabilities on
‡ Including Rs. 70,73,851, outlay on gradient improvements. [redacted]utlay is made
(a) Expenditure charged to Part I. of the Capita[redacted]nt, Rs. 17,95,934

	East Indian. Rs.	South Indian. Rs.
§ Total cost to the State in acquiring guaranteed lines, *plus* subsequent outlay (1)	41,02,12,212	8,32,08,595
Deduct—"Purchase of line" and "Overdrawn capital," as shown above	37,46,45,269	5,69,25,570
Less undrawn capital at the time of purchase	—	— 24,296
	3,55,66,943	2,63,02,321
Add—Outlay incurred by the guaranteed companies to the time of purchase	33,95,14,682	5,01,11,040
Total expenditure incurred on the construction of line to the 31st December 1894 (2)	37,50,81,625	7,64,13,361
Difference between (1) and (2)	3,51,30,587	67,90,234

No. 17.

appropriated to the various Undertakings, to the 31st of December 1894.

BY COMPANIES.							STATE LINES WORKED BY THE STATE.		
GAUGE.							STANDARD GAUGE.		
Lines.					Under Construction.		Open Lines.		
XL. Pálanpur Deesa (Government Share).	XLII. Guntakal Mysore Frontier.	XLIV. South Indian	Bellary-Kistna.†	XLV. Máyavaram Mutupet.	XLVI. Assam-Bengal.	XLIX. Cawnpore-Gorga.	X. North-Western.‡	XI. Hyderabad-Shadipali.	XII. Oudh and Rohilkhand (including Lucknow-Rae Bareli-Benares and Bareilly-Rampur-Mordabad).
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
—	—	5,69,25,570	—	—	—	—	14,00,91,244	—	10,33,60,490
—	—	—	—	—	—	—	28,70,470	—	—
—	59,327	4,79,451	2,24,761	16,099	—	5,504	31,01,275	36,350	74,102
—	22,022	3,91,691	83,902	1,91,288	—	—	24,93,519	22,969	2,07,160
—	7,83,252	30,46,135	32,25,779	2,31,122	—	261	4,55,09,258	1,37,304	4,64,161
—	20,53,248	60,40,496	19,50,678	7,77,894	—	—	7,30,42,956	2,74,103	36 43,291
—	54,777	2,31,307	1,04,683	23,254	—	—	35,25,077	18,941	3,89,226
—	1,346	18,094	—	2,132	—	—	1,58,849	—	—
—	18,23,378	66,39,518	28,64,839	6,70,595	—	502	7,92,08,143	9,09,145	42,34,342
—	4,16,046	20,21,722	12,84,829	1,64,577	—	—	2,38,19,715	1,49,245	13,57,149
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	28,303	4,37,690	7,49,876	13,346	—	—	79,89,770	19,519	— 35,488
—	—	—	—	—	—	—	6,20,994	26,907	—
—	—	53,11,799	8,15,118	—	—	—	3,59,32,399	3,577	6,63,408
—	6,14,917	22,58,677	15,73,545	2,57,266	—	1,590	1,88,98,951	1,17,521	4,65,545
—	1,850	26,28,444	32,29,347	31,550	—	8	1,15,55,151	12,106	22,68,942
—	—	2,42,360	4,91,090	—	—	—	94,55,880	—	—
—	52	—	20,012	—	—	—	25,04,824	68	9,568
—	—	38,69,359	—	—	—	—	48,36,651	—	33,02,053
2,14,601	58,58,414	§ 8,32,03,595	1,65,77,535	23,79,123	(a)57,54,558	7,865	‡§45,09,32,176	17,27,619	§ 11,37,80,707

as it was decided [illegible] Government to omit this expenditure from the capital account of the railway, that date and law [illegible] debitable to Government after the transfer of the line.
up of Rs. 32,89,09,752 [illegible] commercial section and Rs. 12,20,22,392 on military section.
and to Part II. Rs. 39,53,624. Details of the latter amount cannot be given.

North-Western. Rs.	Oudh and Rohilkhand. Rs.	Eastern Bengal. Rs.	TOTAL. Rs.
45,09,32,176	11,37,80,707	6,86,56,783	1,12,67,85,473
14,29,61,714	10,33,60,490 }	4,45,80,232	72,24,73,275 }
—	— 8,41,459 }	—	— 8,65,755 }
30,79,70,462	12,61,676	2,40,76,551	40,51,77,953
12,37,10,012	9,16,17,643	3,56,80,089	64,06,13,466
43,16,80,474	10,28,79,319	5,97,36,640	1,04,57,91,419
1,92,51,702	1,09,01,388	89,29,143	8,09,94,054

STATEMENT

EXPENDITURE in England and in India on Indian State Railways

Classification of Expenditure.	STATE LINES WORKED								
	STANDARD GAUGE.					METRE GAUGE.			
	Open Lines.		Under Construction.			Open Lines.			Under Construction.
	XIII. Eastern Bengal (State).	XVI. East Coast.	XIX. Kotri-Rohri.	XX. Mushkaf-Bolán.	XXI. Mári-Attock.	XLVII. Eastern Bengal (State). Northern and Behar Sections, including the Kaunia-Dharlla (2′ 6″ Gauge) Branch.	XLVII. Eastern Bengal (State). Dacca Section.	XLVIII. Burma	L. Mu Valley.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line	4,41,55,749	—	—	—	—	—	—	—	—
Overdrawn capital	4,24,483	—	—	—	—	—	—	—	—
Preliminary expenses	1,34,227	3,38,459	39,683	44,155	2,60,567	1,99,091	1,27,798	4,65,993	5,07,073
Land	22,43,615	12,13,664	—	1,747	1,49,424	13,17,703	5,40,001	9,33,427	1,77,010
Formation	9,13,465	50,47,007	—	55,75,320	18,71,603	34,02,726	6,06,993	59,63,519	31,75,490
Bridgework	23,80,499	1,12,92,060	—	50,01,828	14,50,033	77,70,579	5,90,702	35,23,380	25,61,819
Fencing	3,89,914	2,51,424	—	958	714	10,75,712	1,05,868	25,74,056	1,04,382
Electric telegraph	—	—	—	—	—	—	—	—	9,238
Ballast and permanent-way	73,01,048	1,32,48,276	—	13,72,835	—	1,04,42,283	17,71,528	1,42,28,552	55,92,350
Stations and buildings	36,42,095	19,16,994	—	5,20,732	52,114	42,63,881	12,38 479	57,78,259	12,86,553
Colliery works	—	—	—	—	—	—	—	—	—
Loss on working	—	—	—	—	—	—	—	—	—
Plant	3,50,260	4,29,626	—	—	—	12	18,981	12,19,762	84,570
Ferries	4,64,034	78,947	—	—	—	9,3	—	51,197	6,38,912
Rolling stock	35,80,073	43,02,152	—	2,95,240	8,022	51,84,437	7,54,787	78,54,842	15,22,257
General charges	13,88,617	29,55,175	—	9,41,589	3,25,449	30,43,924	3,63,574	37,07,875	24,27,969
Suspense accounts	20,26,160	29,24,174	4,496	9,96,968	1,78,957	—	—	14,61,829	18,17,638
Exchange	2,24,460	—	—	—	—	11,46,540	06,530	12,50,610	—
Deduct— Receipts on capital account	2,34,036	51,131	—	30,102	3,846	2,74,610	10,3	1,70,998	37,843
Deduct— Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, &c.	7,27,880	—	—	—	—	—	—	—	—
TOTAL	§ 6,86,56,783	4,39,47,727	44,179	1,47,21,270	42,93,037	3,97,29,853	67,04,908	5,38,47,303	1,98,67,418

* Represents amount of depreciation, &c., allowed on works and stores on transfer to the Company.
† In abeyance.
‡ The expenditure on the Pátri Railway was not met from railway grants, but is included to arrive at total
§ See footnote § pp. 96-97.
¶ Deducting the total difference (Rs. 8,69,94,054) shown in foot-note § on p. 96 the figures are Rs. 1,46,92,82,390.

No. 17—*continued.*

appropriated to the various Undertakings, to the 31st of December 1894—*continued*..

BY THE STATE.												
SPECIAL GAUGES.		UNCLASSIFIED EXPENDITURE.										TOTAL STATE LINES.
Open Lines.												
Cherra-Companyganj (2′ 6″).	LXVIII. Jorhát. (2′ 0″).	Frontier Railway Reserve Material.	Peshawár Railway Reserve.	Southern Mahratta. *	Bilaspur-Etáwah Survey.	Vizagapatam-Raipur.†	Ránaghat-Bhagwangola.†	Nágpur-Chhattisgarh Depreciation Account.	Petroleum Operations. Baluchistan.	Stores Suspense Balances.	Pátri.‡	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
—	—	—	—	—	—	—	—	—	—	—	—	71,65,33,033
—	—	—	—	—	—	—	—	—	—	—	—	59,40,222
236	388	—	—	—	75,132	2,45,035	83,816	—	97,516	—	—	97,95,074
1,670	6,131	—	—	—	—	—	1,01,972	—	—	—	—	1,39,03,323
1,57,761	81,469	—	—	—	—	—	90,698	849	—	—	—	9,75,41,514
57,089	65,245	—	—	—	—	—	—	25,652	—	—	—	16,68,75,448
—	2,999	—	—	—	—	—	—	—	—	—	—	1,38,64,409
—	—	—	—	—	—	—	—	—	—	—	—	1,89,819
1,80,120	3,16,749	—	—	—	—	—	—	2,46,620	—	—	—	22,23,08,791
49,865	84,183	—	—	—	—	—	—	11,788	7,174	—	—	7,87,05,194
—	—	—	—	—	—	—	—	—	—	—	—	8,66,669
—	—	—	—	—	—	—	—	—	—	—	—	—
1,32,598	48,720	[redacted]	—	—	—	—	546	874	—	—	—	1,82,37,494
4,516	—		—	—	—	—	—	—	—	—	—	40,33,095
92,913	1,57,324		—	—	—	—	—	1,99,899	—	—	—	9,79,38,143
1,07,846	41,248	33,385	—	—	—	—	25,681	—	—	—	—	5,30,21,388
—	16,852	43,32,454	3,67,759	—	—	—	—	67,919	19,349	16,31,104	—	4,77,26,723
—	—	—	—	—	—	—	—	—	—	—	—	1,98,65,048
4,141	[redacted]	22	—	—	—	—	263	13	12	—	—	37,98,644
—	—	—	—	—	—	—	—	—	—	—	—	2,27,49,449
7,80,473	8,18,184	43,65,817	3,67,759	5,27,070	75,132	2,45,035	3,02,450	5,53,588	1,24,027	16,31,104	8,08,405	¶1,55,02,76,444

railway outlay. It is included under the Bombay, Baroda and Central India Railway in the statement on page 108.

STATEMENT

EXPENDITURE in England and in India on Indian State Railways

Classification of Expenditure.	SURVEYS (EXCLUDING ABANDONED SURVEYS).			COLLIERIES.		
	Surveys in Progress.	Surveys completed.	Total.	Warora.*	Umaria.*	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line	—	—	—	—	—	—
Overdrawn capital	—	—	—	—	—	—
Preliminary expenses	11,74,969	35,27,885	47,02,854	—	—	—
Land	—	—	—	—	—	—
Formation	—	—	—	—	—	—
Bridgework	—	—	—	—	—	—
Fencing	—	—	—	—	—	—
Electric telegraph	—	—	—	—	—	—
Ballast and permanent-way	—	—	—	—	—	—
Stations and buildings	—	—	—	—	—	—
Colliery works	—	—	—	10,64,148	4,18,278	14,82,426
Loss on working	—	—	—	—	—	—
Plant	—	—	—	2,64,059	4,46,480	7,10,539
Ferries	—	—	—	—	—	—
Rolling stock	—	—	—	2[illegible]	13,795	40,286
General charges	—	—	—	3,025	66,275	69,300
Suspense accounts	12,098	— 1,374	10,724	6,98,035	73,694	7,71,729
Exchange	—	—	—	12,042	60	12,102
Deduct— Receipts on capital account	406	—	406	1,806	91	1,897
Deduct— Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, &c.	—	—	—	—	[illegible]	—
Deduct— Contribution towards the construction of the Bhopal and Palanpur-Deesa Railways by the Government of India.	—	—	—	—	—	—
TOTAL	11,86,661	35,26,511	47,13,172	20,65,994	10,18,491	30,84,485

* The expenditure on collieries is included in this statement

No. 17—*continued.*

appropriated to the various Undertakings, to the 31st December 1894—*continued.*

Grand Total.	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.							
	Standard Gauge.						Metre Gauge.	
	Open Lines.						Open Line.	
State Lines, Surveys, and Collieries.	XXVII. Khándgaon.	XXVIII. Amráoti.	XXIX. Bhopal-Itársi (Native State Section).	XXX. The Nizam's Guaranteed State.	XXXI. The Gaekwar's Petlád.	XXXII. Kolar Goldfields.	XL. Pálanpur-Deesa (Durbar Share).	LVII. The Gaekwar's Mehsána.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
71,65,35,053	—	—	—	2,36,30,382	—	—	—	—
59,40,222	—	—	—	—	—	—	—	—
1,44,97,928	369	11,799	—	1,88,029	7,991	6,719	1,973	13,249
1,39,03,323	1,116	2,450	15,667	—	—	13,402	—	—
9,75,41,514	44,036	20,377	15,87,614	14,17,840		1,24,379	64,211	2,98,311
16,68,75,448	57,809	62,106	18,66,789	11,30,538	91,849	48,901	59,429	4,99,762
1,38,64,409	7,366	11,699	2,09,151	1,88,173		20,879	7,791	54,902
1,89,819	—	—	407	—	—	2,945	—	—
22,23,08,791	2,78,789	2,41,571	22,44,494	64,22,219	4,22,465	3,24,494	2,06,059	16,68,107
7,87,05,194	49,141	50,188	7,95,990	17,11,485	1,51,248	77,316	38,559	4,12,688
23,49,095	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
1,88,48[illegible]	3,503	3,016	43,095	4,91,495	—	5,687	6,672	33,076
40,33,095	—	—	—	—	—	—	—	—
9,79,78,429	[redacted]	8,641	50,275	38,85,113	—	—	—	16,026
5,30,90,688	[redacted]	29,709	3,62,124	11,08,048	38,160	34,825	14,907	98,457
4,85,09,176	482	7,905	—	6,60,504	11,769	15,681	—	—
1,98,80,150	—	—	—	—	—	—	—	—
38,00,947	244	—	4,111	—	—	19,053	—	—
2,27,49,449	—	—	—	—	—	—	—	—
—	—	—	21,71,495	—	—	—	2,14,601	—
1,55,30,74,101	4,86,003	4,49,461	50,00,000	4,02,33,826	7,23,482	6,56,175	1,85,000	30,94,578

as it has been charged to railway grants.

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STATEMENT

EXPENDITURE in England and in India on Indian State Railways

Classification of Expenditure.	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.					LINES OWNED BY STATES AND BY STATE RAILWAY	
	METRE GAUGE.			SPECIAL GAUGE.		STANDARD GAUGE.	
	Open Lines.			Open Line.	Under Construction.	Open Lines.	
	LVIII. Kolhápur.	LIX. Yesvantpur-Mysore Frontier.	LX. Mysore-Nanjangúd.	LXX. The Gaekwar's Dabhoi (2′ 6″).	LXXI. Anklesvar-Nandod (2′ 6″).	XXXIII. Rájpura-Bhátinda.	XXXIV. Jammu and Kashmir (Native State Section).
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line	—	—	—	—	—	—	—
Preliminary expenses	13,858	66,568	15,210	37,135	—	59,422	23,934
Land	29,108	23,762	5	—	—	46,494	—
Formation	2,68,591	5,38,523	1,33,997	3,50,188	—	2,75,138	34,955
Bridgework	11,22,548	5,47,935	83,359		—	5,39,059	1,35,190
Fencing	41,668	66,603	14,942		—	1,95,866	2,176
Electric telegraph	—	—	—	—	—	—	13,761
Ballast and permanent-way	4,91,138	8,61,850	2,41,325	8,51,456	—	41,55,704	5,70,755
Stations and buildings	2,29,257	1,17,166	56,971	2,43,260	—	10,53,005	1,13,222
Colliery works	—	—	—	—	—	—	—
Loss on working	—	—	—	—	—	—	—
Plant	7,059	40,789	5,807	7,817	—	82,006	5,336
Ferries	—	—	—	—	—	—	—
Rolling stock	—	—	—	2,52,341		—	—
General charges	1,02,590	1,40,069	39,936	1,28,529		2,68,611	60,444
Suspense accounts	—	33,331	11,543	18,048	—	31,476	—
Exchange	—	—	—	—	—	—	—
Deduct— Receipts on capital account	—	1,602	—	—	—	5,112	—
Deduct— Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, &c.	—	—	—	—	—		—
Deduct— Contribution towards the construction of the Bhopal and Pálanpur-Deesa Railways by the Government of India.	—	—	—	—	—	—	—
TOTAL	23,05,817	24,34,999	6,03,095	18,88,774	12,647	67,01,669	9,59,773

No. 17—*concluded.*

appropriated to the various Undertakings, to the 31st December 1894—*concluded.*

NATIVE WORKED AGENCY.	LINES OWNED AND WORKED BY NATIVE STATES.									
SPECIAL GAUGE.	STANDARD GAUGE.		METRE GAUGE.						SPECIAL GAUGE.	TOTAL NATIVE STATES.
Open Line.	Under Construction.		Open Lines.				Under Construction.		Open Lines.	
LXXII. Cooch Behar (2′ 6″).	XXXV. Bina-Guna.	XXXVI. Bhopal-Ujjain.	LXI. Jodhpore-Bickaneer. Jodhpore Section.	LXI. Jodhpore-Bickaneer. Bickaneer Section.	LXII. Bhávnagar-Gondal-Junágarh-Porbandar.	LVII. Jetalsar-Rájkot.	LXIV. Oodeypore-Chitor.	LXV. Rájot-Jamnagar.	LLXIII. Morvi (2′ 6″).	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
—	—	—	—	—	—	—	—	—	—	2,30,30,382
9,764	—	—	41,739	7,826	1,19,442	14,255	—	—	18,134	6,57,416
10,615	—	—	1,621	—	58,377	14,265	—	—	1,172	2,18,054
87,627	—	—	2,29,963	81,424	17,03,558	2,45,199	—	—		
87,757	—	—	2,15,769	5,673	42,18,712	2,32,426	—	—	6,79,154	2,01,56,170
992	—	—	5,769	338	83,176	53,978	—	—		
—	—	—	1,15,834	15,747	11,774	—	—	—	—	1,60,468
2,84,136	—	—	44,34,380	6,80,862	48,95,199	6,61,458	—	—	9,75,736	3,09,12,197
46,111	—	—	3,68,435	64,733	23,82,774	1,57,713	—	—	38,979	81,58,241
—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
11,513	—	—	49,625	5,760	3,28,788	19,477	—	—	14,692	11,65,213
583	—	—	—	—	—	—	—	—	—	583
1,02,453	—	—	8,70,102	96,605	23,10,118	—	—	—	3,71,968	79,75,316
53,528	—	—	89,635	10,439	8,80,129	82,628	—	—	1,02,847	36,77,582
19,234	—	—	26,502	—	3,85,949	18,206	—	—	20,933	12,61,563
—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	12,404	—	—	—	89	42,615
—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	23,86,096
7,14,318	47,79,618	53,53,849	64,49,374	9,69,407	1,73,65,592	14,99,605	2,70,472	17,000	22,23,526	10,53,78,060

Statement No. 18.

Guaranteed and Subsidised Railways and State Lines Leased to Companies.

Capital authorised to be raised for each Undertaking as now sanctioned, the Amount raised, and the Amount withdrawn, to the 31st of December 1894.

Serial Number.	Railway.	Amount authorised to be raised by the Companies up to the 31st December 1894.					Amount raised by the Companies and advanced by the Secretary of State in England to the 31st December 1894.					Amount raised in India to the 31st of December 1894.		Total Amount raised to the 31st December 1894.	Total Amount withdrawn to the 31st December 1894.
		Share Capital.	Debentures.	Debenture Stock.	Capital not bearing Interest (Premium).	Total.	Share Capital.	Debentures. Cash received.	Debenture Stock. Cash received.	Capital not bearing Interest (Premium).	Advances made to Companies from money raised under Act 51 Vict. c. 5.	Share Capital.	Capital not bearing Interest.		
	Guaranteed.	£	£	£	£	£	£	£	£	£	£	£	£	£	£
XXIII.	Great Indian Peninsula	20,000,000	2,970,900	(a)2,701,450	290,074	25,962,424	19,503,103	2,970,900	(a)2,475,559	215,145	—	496,897	74,929	25,736,533	25,585,002
XXIII.	Bombay, Baroda, and Central India.	7,550,300	1,238,500	—	18,419	8,807,219	7,528,628	1,538,500	—	18,419	—	21,672	—	9,107,219	8,960,037
XXIV.	Madras	10,257,630	800,000	—	12,014	11,069,644	10,257,630	800,000	—	12,014	—	—	—	11,069,644	11,048,154
	Total	37,807,930	5,009,400	2,701,450	320,507	45,839,287	37,289,361	5,309,400	2,475,559	245,578	—	518,569	74,929	45,913,396	45,593,193
	Subsidised.														
LII.	Rohilkund and Kumaon (Company's section).	200,000	—	—	—	200,000	200,000	—	—	—	—	—	—	200,000	(b)200,000
	State Lines Leased to Companies.														
II.	Bengal-Nágpur	3,000,000	1,500,000	—	—	4,500,000	3,000,000	1,500,000	—	5,781	2,760,000	—	—	(c)7,265,781	7,551,830
III.	Indian Midland	3,000,000	(d)3,000,000	—	—	6,000,000	3,000,000	2,754,100	—	2,016	1,345,000	—	—	7,101,116	7,036,000
XIV.	Bengal Central	500,000	(e)500,000	—	—	1,000,000	500,000	—	—	—	500,000	—	—	1,000,000	826,546
XXXVIII.	Rohilkund and Kumaon (Lucknow - Bareilly section).	—	(f)147,000	—	—	147,000	—	(f) 160,837	—	—	—	—	—	160,837	(g)262,318
XLI.	Southern Mahratta(h)	3,500,000	[illegible]	—	—	4,443,100	3,491,540	943,100	—	30,923	2,129,900	8,460	34	6,603,957	6,493,174
XLIII.	Southern Mahratta (Mysore section).	—	[illegible]	1,200,000	—	1,200,000	—	—	1,200,000	24,000	—	—	—	1,224,000	1,071,919
XLVI.	Assam-Bengal	1,500,000	[illegible]	—	—	1,500,000	1,428,560	—	—	—	—	—	—	1,428,560	1,303,047
	Total	11,500,000	6,090,100	1,200,000	—	18,790,100	11,420,100	5,358,037	1,200,000	62,720	6,734,900	8,460	34	24,784,251	24,544,834
	Grand Total	49,507,930	11,099,500	3,901,450	320,507	64,829,387	48,909,461	10,667,437	3,675,559	308,298	6,734,900	527,029	74,963	70,897,647	70,338,027

(a) This debenture stock was raised at a discount. (b) The Company has withdrawn 200,000*l.* from the Secretary of State, but the actual expenditure to the 31st of December 1894 was 170,441*l.* only.
(c) The figure does not include expenditure by the State on the Katni-Umaria section. (d) To be raised by the issue of shares or of debentures, or otherwise. (e) Replaced by advances raised under Act 51 Vict. c. 5.
(f) 147,000*l.* sterling debentures were issued by the Company in England, and sold for Rs. 20,34,195. This sum was paid into the Calcutta Treasury, and at the contract rate is equivalent to a sterling payment of 160,837*l.*
(g) Expenditure in excess of capital raised has been, and is being for the present, advanced in India.
(h) Including capital raised for completion of the Bellary-Kistna railway, and expenditure thereon from the 1st January 1888.

Statement No. 19.

GUARANTEED AND SUBSIDISED RAILWAYS AND STATE LINES LEASED TO COMPANIES.

Amount received from and withdrawn by each Company during the Year ended the 31st of December 1894.

Serial Number.	Railway.	Sums standing to the Credit of the Companies on the 31st of December 1893.	Sums advanced to the [illegible] ber 1893.	From the 1st of January to the 31st of December 1894. Amount received. In England. Share Capital.	Debentures.	Debenture Stock.	Capital not bearing Interest.	Advances made to Companies from money raised under Act 51 Vict. c.5.	In India. Share Capital.	Capital not bearing Interest.	Amount withdrawn. In England. On account of Stores, Establishment Charges, &c.	For Discharge of Debentures.	In India. Amount.	Total received during the Year ended the 31st of December 1894.	Total withdrawn during the Year ended the 31st of December 1894.
	Guaranteed.	£	£	£	£	£	£	£	£	£	£	£	£	£	£
XXII.	Great Indian Peninsula	317,929	—	—	—	—	—	—	—	—	309,591	—	−143,193	—	166,398
XXIII.	Bombay, Baroda, and Central India.	—	16,413	—	300,000	—	—	—	—	—	146,383	—	− 9,978	300,000	136,405
XXIV.	Madras	33,940	—	—	—	—	—	—	—	—	46,247	—	− 33,797	—	12,450
	Total	351,869	16,413	—	300,000	—	—	—	—	—	502,221	—	−186,968	300,000	315,253
	Subsidised.														
LII.	Rohilkund - Kumaon (Company's section).	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	State Lines Leased to Companies.														
II.	Bengal-Nágpur	—	273,329	—	—	—	—	—	—	—	15,556	—	− 2,836	—	12,720
III.	Indian Midland	115,336	—	—	—	—	—	—	—	—	48,730	—	1,489	—	50,219
XIV.	Bengal Central	177,386	—	—	—	—	—	—	—	—	1,721	—	2,212	—	3,933
XXXVIII.	Rohilkund and Kumaon (Lucknow-Bareilly section).	—	88,725	—	—	—	—	—	—	—	2,668	—	10,088	—	12,756
XLI.	Southern Mahratta*	161,444	—	—	—	—	—	—	—	—	38,951	—	11,710	—	50,661
XLIII.	Southern Mahratta (Mysore section).	158,280	—	—	—	—	—	—	—	—	—	—	6,199	—	6,199
XLVI.	Assam-Bengal	620,989	—	34,000	—	—	—	—	—	—	234,568	—	294,908	34,000	529,476
	Total	1,233,435	362,054	34,000	—	—	—	—	—	—	342,194	—	323,770	34,000	665,964
	Grand Total	1,585,304	378,467	34,000	300,000	—	—	—	—	—	844,415	—	136,802	334,000	981,217

* Including the Bellary-Kistna Railway.

Statement No. 20.

GUARANTEED RAILWAYS.

Withdrawals out of Capital for Expenditure, showing the Amount withdrawn in England and in India during each Financial Year from the commencement to the 31st of March 1895.

Year.	England.	India.	Total.
	£	£	£
1849–50	69,211	6,682	75,893
1850–51	61,164	38,099	99,263
1851–52	154,212	197,111	351,323
1852–53	174,920	252,640	427,560
1853–54	252,484	418,165	670,649
1854–55	960,878	769,278	1,730,156
1855–56	1,935,074	1,431,337	3,366,411
1856–57	1,752,813	1,762,287	3,515,100
1857–58	1,328,243	2,094,825	3,423,068
1858–59	1,941,033	3,551,075	5,492,108
1859–60	2,508,668	4,662,796	7,171,464
1860–61	2,388,315	5,190,400	7,578,715
1861–62	1,597,430	5,004,782	6,602,212
1862–63	1,852,393	4,010,951	5,863,344
1863–64	1,415,146	3,340,507	4,755,653
1864–65	1,396,821	2,725,419	4,122,240
1865–66	2,222,679	3,414,187	5,636,866
1866–67	3,958,357	3,339,346	7,297,703
1867–68	3,924,490	3,195,591	7,120,081
1868–69	1,702,452	2,165,475	3,867,927
1869–70	2,298,680	2,444,171	4,742,851
1870–71	1,899,054	1,877,216	3,776,270
1871–72	886,996	1,609,732	2,496,728
1872–73	822,995	−345,750	477,245
1873–74	1,028,032	−334,979	693,053
1874–75	1,174,893	− 86,982	1,087,911
1875–76	1,151,585	−200,779	950,806
1876–77	1,222,846	−507,387	715,459
1877–78	1,792,483	−469,678	1,322,805
1878–79	1,786,235	−773,612	1,012,623
1879–80	1,256,417	−906,857	349,560
1880–81	941,781	−506,992	434,789
1881–82	1,041,022	−351,482	689,540
1882–83	1,046,483	−635,610	410,873
1883–84	1,473,138	−135,218	1,337,920
1884–85	1,391,270	−256,211	1,135,059
1885–86	1,628,033	−403,928	1,224,105
1886–87	862,685	−620,359	242,326
1887–88	991,936	−343,364	648,572
1888–89	969,816	−350,939	618,877
1889–90	905,798	−565,970	339,828
1890–91	944,842	−475,463	469,379
1891–92	597,117	−551,225	45,892
1892–93	526,181	−455,927	70,254
1893–94	463,481	−394,189	69,292
Total expenditure to end of 1893–94	60,700,582	43,829,[illegible]	104,529,753
Deduct withdrawals by the East Indian Railway Company	12,276,504	18,620,29[illegible]	30,896,801
	48,424,078	25,208,874	73,632,952
Deduct withdrawals by the Eastern Bengal Railway Company	1,770,750	1,474,100	3,244,850
	46,635,328	23,734,774	70,388,102
Deduct withdrawals by the Sind, Punjab, and Delhi Railway Company	6,226,076	4,853,607	11,079,683
	40,427,252	18,881,167	59,[illegible],419
Deduct withdrawals by the Oudh and Rohilkhand Railway Company	4,358,107	4,910,204	9,268,311
	36,069,145	13,970,963	50,040,108
Deduct withdrawals by the South Indian Railway Company	3,831,129	932,278	4,763,407
	32,238,016	13,038,685	45,276,701
Add expenditure during 1894–95 (partly estimated)	506,400	−155,500	352,900
Net withdrawals to end of 1894–95	32,744,416	12,885,185	45,629,601

Statement No. 21.

STATE LINES LEASED TO COMPANIES.

Capital Withdrawals in England and in India on account of the Bengal Central, the Southern Mahratta, the Mysore, the Bengal-Nágpur, the Indian Midland, the Lucknow-Bareilly, and the Assam-Bengal Railways, during each financial year from the commencement to the 31st of March 1895.

Year.	England.	India.	Total.
	£	£	£
1881–82	170,000	—	170,000
1882–83	280,476	728,661	1,009,137
1883–84	340,820	538,001	878,821
1884–85	321,853	727,095	1,048,948
1885–86	261,937	1,406,216	1,668,153
1886–87	706,952	2,433,367	3,140,319
1887–88	1,688,658	3,375,644	5,064,302
1888–89	1,460,175	3,657,987	5,118,162
1889–90	605,126	1,507,289	2,112,415
1890–91	409,803	973,649	1,383,452
1891–92	469,178	446,620	915,798
1892–93	386,287	417,285	803,572
1893–94	280,110	468,145	748,255
Total expenditure to end of 1893–94	7,381,375	16,679,959	24,061,334
1894–95 (revised estimate)	391,700	300,600	692,300
Total	7,773,075	16,980,559	24,753,634

Statement No. 22.

SUBSIDISED RAILWAY.

Withdrawals out of Capital for Expenditure, showing the Amount withdrawn in England and in India by the Rohilkund and Kumaon Railway Company during each financial year from the commencement to the 31st March 1895.

Year.	England.	India.	Total.
	£	£	£
1882–83	40,000	—	40,000
1883–84	120,000	—	120,000
1884–85	20,000	—	20,000
1885–86	—	—	—
1886–87	20,000	—	20,000
1887–88	—	—	—
1888–89	—	—	—
1889–90	—	—	—
1890–91	—	—	—
1891–92	—	—	—
1892–93	—	—	—
1893–94	—	—	—
1894–95 (revised estimate)	—	—	—
Total	200,000	—	200,000

The Company has withdrawn 200,000*l.* from the Secretary of State, but the actual expenditure to the close of the year 1894 was 170,141*l.* only.

Statement No. 23.

Capital Outlay on Open Lines of Railway on the 31st December 1894 and the Average Cost per Mile, excluding Branches and Extensions of the Open System still under Construction.

Serial No.	Railway.	Length of Line Open on the 31st December 1894. (From Statement No. 33 pages 141 to 143.)	Total Length of Single Track, including Sidings, on the 31st December 1894. (*a*)	Capital Outlay on Open Line to the 31st December 1894, on Final Heads (exclusive of Steam-boat Service and Suspense).	Average Cost exclusive of Steam-boat Service and Suspense.		Outlay on Steam-boat Service to the 31st December 1894.	Amount at Debit of Suspense (open line) on the 31st December 1894.	Total Capital Outlay on Open Line to the 31st December 1894, including Steam-boat Service and Suspense (*see* also Statement No. 27).
					Per Mile Open.	Per Mile of Single Track, including Sidings.			
	Standard Gauge.								
	STATE LINES WORKED BY COMPANIES.	Miles.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
I.	East Indian	1,664·11	2,566·75	36,63,90,626	2,20,172	1,42,745	7,75,779	77,70,785	37,49,37,190
II.	Bengal-Nágpur	860·88	958·84	9,53,27,024	1,10,732	99,419	—	28,44,157	9,81,71,181
III.	Indian Midland	677·35	762·84	8,62,43,319	1,27,325	1,13,056	—	15,63,118	8,78,06,437
IV.	Bhopal-Itársi (British Section)	13·11	16·12	21,71,496	1,65,637	1,34,708	—	—	21,71,496
V.	Godhra-Rutlam	115·50	128·53	1,48,93,788	1,28,933	1,15,862	—	5,62,353	1,54,54,141
VI.	Wardha Coal	44·88	50·92	49,87,689	1,11,134	97,951	—	—	49,87,689
VII.	Dhond-Manmád	145·44	159·68	1,12,10,763	77,082	70,208	—	879	1,12,11,642
	Bezwada Extension	20·58	21·54	14,26,902	69,334	66,244	—	—	14,26,902
	Total	3,541·85	4,665·22	58,26,49,607	1,64,504	1,24,892	7,75,779	1,27,41,292	59,61,66,678
	STATE LINES WORKED BY THE STATE.								
X.	North Western (State)	(*b*) 2,429·54	3,009·46	40,85,26,051	(*c*) 1,61,587	(*d*) 1,30,742	44,15,818	1,15,38,443	42,44,80,312
XI.	Hyderábad-Shadipalli	58·91	62·82	16,88,606	28,664	26,882	26,907	12,106	17,27,619
XII.	Oudh and Rohilkhand (State)	796·64	910·79	10,06,10,377	1,26,293	1,10,465	—	22,68,942	10,28,79,319
XIII.	Eastern Bengal (State)	248·49	403·93	5,58,64,119	2,24,814	1,38,301	18,46,361	20,26,160	5,97,36,640
XIV.	Bengal Central	125·01	145·71	1,00,62,819	80,496	69,061	—	78,275	1,01,41,094
XV.	Calcutta Port Commissioners'	6·22	25·35	58,79,260	9,45,209	2,31,921	—	—	58,79,200
XVI.	East Coast (State)	(*e*) 354·40	(*f*) 409·30	3,05,78,431	86,282	74,709	78,947	29,22,821	3,35,80,199
	Total	4,019·21	4,967·36	61,32,09,603	1,48,914	1,20,649	63,68,033	1,88,46,747	63,84,24,383
	LINES WORKED BY GUARANTEED COMPANIES.								
XXII.	Great Indian Peninsula	1,286·93	1,996·34	27,87,74,124	2,12,734	1,37,138	—	53,34,988	27,91,09,112
XXIII.	Bombay, Baroda, and Central India (*g*)	460·90	627·96	9,58,99,760	2,08,071	1,52,736	—	26,54,500	9,85,54,260
XXIV.	Madras	839·22	1,016·97	11,77,41,334	1,40,299	1,15,777	—	27,83,981	12,05,25,315
	Total	2,587·05	3,641·27	48,74,15,218	1,88,406	1,33,859	—	1,07,73,469	49,81,88,687
	ASSISTED COMPANIES.								
XXV.	Delhi-Umballa-Kalka	161·40	178·73	(*h*) and (*i*) 1,54,20,272	95,541	86,277	—	1,05,275	(*h*) 1,55,25,547
XXVI.	Tarkessur	22·23	25·05	17,47,840	78,625	69,774	—	—	17,47,840
	Total	183·63	203·78	1,71,68,112	93,493	84,248	—	1,05,275	1,72,73,387
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
XXVII.	Khámgaon	7·55	8·42	4,85,521	64,307	57,663	—	482	(*i*) 4,86,003
XXVIII.	Amráoti	5·44	6·09	4,41,556	81,168	72,505	—	7,905	(*i*) 4,49,461
XXIX.	Bhopal-Itársi (Native State Section)	44·00	52·66	50,00,000	1,13,636	94,949	—	—	50,00,000
XXX.	The Nizam's Guaranteed State	332·32	364·93	3,95,73,322	1,18,082	1,08,441	—	6,60,504	4,02,33,826
XXXI.	The Gaekwar's Petlád	13·35	15·12	7,11,712	53,312	47,071	—	11,769	7,23,481
XXXII.	Kolar Gold-fields	10·00	12·85	6,44,564	64,456	51,161	—	11,611	6,56,175
	Total	412·66	460·07	4,68,56,675	1,13,548	1,01,847	—	6,92,271	4,75,48,946
	LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.								
XXXIII.	Rájpura-Bhátinda	107·94	122·80	(*i*) 66,70,192	61,795	54,[illegible]	—	31,477	(*i*) 67,01,669
XXXIV.	Jammu and Kashmir (Native State Section).	15·92	20·51	9,59,773	60,287	4[illegible]	—	—	9,59,773
	Total	123·86	143·40	76,29,965	61,602	[illegible]	[illegible]	31,477	76,61,442
	Total Standard Gauge	10,868·26	14,081·10	1,75,49,29,180	1,60,020	1,[illegible]	[illegible],812	4,31,90,531	1,80,52,63,523
	Metre Gauge. STATE LINES WORKED BY COMPANIES.								
XXXVII.	Bengal and North Western :— Tirhoot Section	341·86	393·55	2,42,09,290	70,829	61,515	5,45,995	2,53,676	2,50,08,961
	Company's Section	414·50	458·50	(*j*) 2,66,11,264	64,201	58,040	15,40,061	4,73,533	(*j*) 2,86,24,858
XXXVIII.	Rohilkund and Kumaon (Lucknow-Bareilly Section).	231·17	258·98	(*k*) 84,24,762	36,444	32,537	—	1,68,396	(*k*) 85,93,158
XXXIX.	Rajputana-Malwa	1,674·02	1,932·73	12,72,94,046	76,041	65,862	—	45,41,401	13,18,35,447
XL.	Pálanpur-Deesa	17·28	18·13	3,99,601	23,125	22,041	—	—	3,99,601
XLI.	Southern Mahratta	1,042·04	1,151·31	9,36,36,917	89,859	81,331	—	15,07,579	9,51,44,496
XLII.	Guntakal-Mysore Frontier	119·50	129·17	58,56,564	49,009	45,340	—	1,850	58,58,414
XLIII.	Southern Mahratta (Mysore Section)	296·00	322·67	1,43,49,622	48,478	44,472	—	[illegible],10,671	1,47,60,293
XLIV.	South Indian	1,041·51	1,171·30	7,37,84,917	70,844	62,994	—	26,28,444	7,64,13,361
XLV.	Máyavaram-Mutupet	53·99	59·39	23,47,573	43,482	39,528	—	31,550	23,79,123
	Total	5,231·81	5,895·68	37,69,14,556	72,043	63,931	20,85,156	1,00,17,100	38,90,16,812

(*a*) From Statement No. 33, pages 141 to 143.
(*b*) Excluding portion of the old Quetta loop (98·67 miles) which is under reconstruction on a new alignment, but including 6·13 miles (Mecan Meer chord and Ferozepore cantonment to Hossainiwala) used for military traffic only.
(*c*) Calculated on 2,528·21 miles, including 98·67 miles of the Quetta loop now under reconstruction on a new alignment.
(*d*) Calculated on 3,124·68 miles.
(*e*) Including 3·13 miles laid on the metre gauge.
(*f*) Including 4·68 miles laid on the metre gauge.
(*g*) Including the Pátri Branch, the State outlay (Rs. 8,08,405) on which was met from the Civil Works grant. The capital outlay shown in this table is inclusive of this amount.
(*h*) Including Rs. 5,76,918 on account of interest on capital during construction.
(*i*) The decrease as compared with the last year's report is due to certain credits.
(*j*) Including interest on capital during construction (Rs. 10,90,014).
(*k*) Including interest on capital during construction (Rs. 48,900).

STATEMENT No. 23—*concluded.*

CAPITAL OUTLAY on OPEN LINES of RAILWAY on the 31st December 1894, and the AVERAGE COST per MILE excluding Branches and Extensions of the Open System still under Construction—*concluded.*

Serial No.	Railway.	Length of Line Open on the 31st December 1894. (From Statement No. 33, pages 141 to 143.)	Total Length of Single Track, including Sidings, on the 31st December 1894. (*a*)	Capital Outlay on Open Line to the 31st December 1894, on Final Heads (exclusive of Steam-boat Service and Suspense).	Average Cost, exclusive of Steam-boat Service and Suspense.		Outlay on Steam-boat Service to the 31st December 1894.	Amount of Debit of Suspense (open line) on the 31st December 1894.	Total Capital Outlay on Open Line to the 31st December 1894, including Steam-boat Service and Suspense (*see* also Statement No. 27).
					Per mile Open.	Per Mile of Single Track, including Sidings.			
	Metre Gauge—cont.	Miles.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	STATE LINES WORKED BY THE STATE.								
XLVII.	Eastern Bengal (State)— Northern and Behar Sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	478·55	552·72	3,87,94,662	81,607	70,189	9,35,190	—	3,97,29,852
	Dacca Section	85·92	99·61	67,04,908	78,037	67,312	—	—	67,04,908
XLVIII.	Burma (State)	745·39	872·31	6,25,89,777	83,969	71,752	6,90,108	15,61,829	6,48,41,714
	Total	1,309·86	1,524·64	10,80,89,347	82,520	70,895	16,25,298	15,61,829	11,12,76,474
	ASSISTED COMPANIES.								
LI.	Deoghur	4·79	5·41	2,86,180	59,745	52,898	—	1,346	2,87,526
LII.	Rohilkund and Kumaon (Company's Section).	53·92	58·51	(*a*) 20,71,247	38,413	35,400	—	9,193	(*a*) 20,80,440
LIII.	Bengal Dooars	36·40	43·63	21,47,981	59,010	29,232	90,295	459,47	22,84,223
LIV.	Dibru-Sadiya	77·50	86·38	70,76,298	91,307	81,921	21,189	1,85,872	72,83,359
	Total	172·61	193·93	1,15,81,706	67,098	59,721	1,11,484	2,42,358	1,19,35,548
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
LVII.	The Gaekwar's Mehsána	92·63	104·27	30,94,578	33,408	29,679	—	—	30,94,578
LVIII.	Kolhápur	29·07	30·77	(*a*) 23,05,817	79,319	74,937	—	—	(*a*) 23,05,817
LIX.	Yesvantpur-Mysore Frontier	51·35	55·22	24,01,668	46,771	43,493	—	33,331	24,34,999
LX.	Mysore-Nanjangúd	15·25	16·25	(*a*) 5,91,552	38,790	36,403	—	11,543	(*a*) 6,03,095
	Total	188·30	206·51	83,93,615	44,576	40,645	—	44,874	84,38,489
	LINES OWNED AND WORKED BY NATIVE STATES.								
LXI.	Jodhpore-Bickaneer— Jodhpore Section	320·50	330·00	(*a*) 64,22,872	20,040	19,463	—	26,502	(*a*) 64,49,374
	Bickaneer Section	43·50	44·50	9,69,407	22,285	21,784	—	—	9,69,407
LXII.	Bhávnagar-Gondal-Junágarh-Porbandar.	333·98	374·95	1,69,79,643	(*b*) 51,535	(*b*) 46,280	—	3,85,949	1,73,65,592
LXIII.	Jetalsar-Rájkot	46·23	49·21	14,81,400	32,044	30,104	—	18,206	14,99,606
	Total	744·21	798·66	2,58,53,322	34,739	32,371	—	4,30,657	2,62,83,979
	FOREIGN LINES.								
LXVI.	West of India Portuguese	51·00	62·85	1,35,73,274	2,66,143	2,15,963	(*c*) 25,31,950	2,07,589	1,63,12,813
LXVII.	Pondicherry	7·80	9·62	5,68,543	72,890	59,100	—	—	5,68,543
	Total	58·80	72·47	1,41,41,817	2,40,507	1,95,140	25,31,950	2,07,589	1,68,81,356
	Total metre gauge	7,705·59	8,691·89	54,49,74,363	70,725	62,699	63,53,888	1,25,04,407	56,38,32,658
	STATE [illegible] BY THE								
LXVIII.	Jorhat (2′ [illegible])	28·00	29·80	8,01,332	28,619	26,890	—	16,852	8,18,184
	ASSI[illegible]OMPANY.								
LXIX.	Darjeeling-Him[illegible]yan (2′ 0″)	51·00	53·50	(*a*) 30,64,676	60,092	57,284	—	1,12,860	31,77,536
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.								
LXX.	The Gaekwar's Dabhoi (2′ 6″)	71·66	76·56	18,53,030	25,859	24,204	—	18,048	18,71,078
	LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.								
LXXII.	Cooch Behar (2′ 6″)	22·12	23·21	6,94,501	31,397	29,922	583	19,234	7,14,318
	[illegible]INE OWNED AND WORKED BY NATIVE STATE.								
LXXIII.	Morvi (2′ 6″)	94·36	98·36	22,02,593	23,342	22,393	—	20,933	22,23,526
	Total special gauges	267·14	281·43	86,16,132	32,253	30,616	583	1,87,927	88,04,642
	Total of all railways	18,840·99	23,054·42	2,30,85,19,675	1,21,888	99,636	1,34,98,283	5,58,82,865	2,37,79,00,823

(*a*) The decrease as compared with the last year's report is due to certain credits.
(*b*) Calculated on the mileages of the home line, viz., 329·48 miles and 366·39 miles respectively.
(*c*) Harbour charges.

N.B.—The outlay against the East Indian, North Western (State), Oudh and Rohilkhand (State), Eastern Bengal (State), and South Indian Railways represents the rupee expenditure on open lines of railway, excluding branches and extensions of the open system under construction, incurred by companies up to date of transfer of the lines to the State, *plus* the expenditure since incurred by Government. The figures will not agree with those shown in Statement No. 17 in this chapter, where premia on share capital, &c., at time of purchase and outlay on lines under construction are included.

CHAPTER VIII.

MAIN RESULTS OF WORKING AND REVENUE STATISTICS.

The main results of working of all railways during 1893 and 1894 are compared in Statement No. 26 on pages 118 and 119.

2. *Mean Mileage Worked and Capital Outlay.*—The total mean length of railways worked during 1894 was 18,694 miles as compared with 18,207 miles worked during the previous year. The total capital outlay,* including steam-boat service and suspense accounts, on the mileage open to 31st December 1894, amounted to Rs. 2,37,79,00,823 against Rs. 2,33,17,86,631 at the end of the previous year.

3. *Gross Earnings.*—The gross earnings from all sources showed an increase of 5·90 per cent., the earnings under coaching having risen from Rs. 8,19,41,325 in 1893 to Rs. 8,49,39,879 in 1894, under goods from Rs. 15,21,62,667 to Rs. 16,24,81,742, and the earnings from steam-boat service and miscellaneous sources from Rs. 67,71,476 to Rs. 76,66,943.

The gross earnings per mean mile worked per week were Rs. 262·42 against Rs. 254·42 in 1893.

4. *Coaching Traffic.*—The total number of passengers booked showed an increase of 7·53 per cent. as compared with the number booked in 1893. The passenger earnings increased by 3·85 per cent. with an increase in the passenger unit-mileage of 5·15 per cent. The number of passengers carried per mile was 315,085 as compared with 307,661 in 1893. Of the total number carried, the lower classes contributed 97·43 per cent., the second class 2·19 per cent. and the first class only 0·38 per cent.

The average distance travelled by each first class passenger was 75·03 miles against 77·18 miles in the previous year, and the amount paid was pies 12·74 against pies 12·54 per mile. In the second class, the average distance travelled was 48·92 miles against 48·28 miles, and the amount paid 5·08 pies against 5·15 pies per mile; while in the lower classes the average distance travelled was 40·09 miles against 41·04 miles, and the amount paid was 2·32 pies against 2·35 pies per mile.

Under other coaching traffic there was an increase of Rs. 1,90,945, or 2·12 per cent.

The increase under coaching traffic in 1894 was due chiefly to increased mileage worked, to the recurrence of fairs, and to the general development of traffic.

5. *Goods Traffic.*—The total tonnage of goods lifted showed an increase of 13·16 per cent. as compared with the tonnage lifted in 1893. The total to[redacted]e increased 9·87 per cent. and the earnings 6·78 per cent. The number of to[redacted]oods carried per mile was 260,074 as compared with 243,042 tons in 1893.

The increase in the earnings from goods traffic was due to a mo[redacted]rable traffic in jute, coal, wheat and food-grains, and to a general development [redacted]affic. There was a continued decrease in the export wheat traffic due to a falling off in the demands in Europe.

6. *Working Expenses.*—The working expenses rose in 1894 to Rs. 11,98,39,200 from Rs. 11,35,48,059 in 1893. The increase was due chiefly to the larger traffic worked, to increased open mileage and to more extensive repairs and renewals. The percentage of total working expenses on gross earnings was 46·98 as compared with 47·14 in 1893.

7. *Net Earnings and Statistical Return on Capital.*—The net earnings derived from all railways amounted to Rs. 13,52,49,364 as compared with Rs. 12,73,27,409 in 1893 giving a percentage per annum on the total capital outlay* on open lines of 5·69 as compared with 5·46.

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* The capital outlay here referred to is that shown in Chapter VI., Statement No. 16, in the report for 1893, and in Chapter VII., Statement No. 23, in the present report.

8. *Results per Train-Mile.*—The following table shows the gross earnings, working expenses, and net earnings during 1894, and the amount of these per train-mile, excluding steam-boat, for all railways under the following grouping:—

—	Guaranteed Railways.	State Lines Leased to Companies.	State Railways (Commercial).	State Railways (Military).	State Railways worked by Companies.	Assisted Companies.	Native States.	Foreign Lines.	Total.
STANDARD GAUGE LINES:	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Gross earnings	6,25,40,004	1,27,32,859	4,97,18,537	32,92,140	5,32,92,899	16,43,685	51,23,888	—	18,83,44,012
Gross earnings per train-mile	4·42	3·88	3·76	2·30	5·06	2·95	4·46	—	4·26
Working expenses	3,12,64,584	69,51,618	2,49,27,208	40,62,000	1,62,91,083	7,91,903	26,35,948	—	8,69,24,344
Working expenses per train-mile	2·21	2·12	1·88	2·84	1·56	1·42	2·33	—	1·96
Net earnings	3,12,75,420	57,81,241	2,47,91,329	−7,69,860	3,70,01,816	8,51,782	24,87,940	—	10,14,19,668
Net earnings per train-mile	2·31	1·76	1·88	−0·54	3·34	1·53	2·09	—	2·30
METRE GAUGE LINES:									
Gross earnings	—	82,68,223	1,15,40,307	—	3,60,52,108	36,91,828	38,59,785	4,59,150	6,38,71,401
Gross earnings per train-mile	—	2·49	3·30	—	3·16	3·16	3·17	3·51	3·08
Working expenses	—	53,74,152	58,90,693	—	1,59,15,116	14,67,889	19,49,220	3,84,741	3,09,81,811
Working expenses per train-mile	—	1·62	1·69	—	1·39	1·26	1·60	2·94	1·49
Net earnings	—	28,94,071	56,49,614	—	2,01,36,992	22,23,939	19,10,565	74,409	3,28,89,590
Net earnings per train-mile	—	0·87	1·61	—	1·77	1·90	1·57	0·57	1·59
SPECIAL GAUGE LINES:									
Gross earnings	—	—	71,933	—	—	6,36,283	5,94,431	—	13,02,647
Gross earnings per train-mile	—	—	3·13	—	—	4·68	2·55	—	3·24
Working expenses	—	—	60,732	—	—	3,79,716	3,53,257	—	7,93,705
Working expenses per train-mile	—	—	2·64	—	—	2·79	1·51	—	1·97
Net earnings	—	—	11,201	—	—	2,56,567	2,41,174	—	5,08,942
Net earnings per train-mile	—	—	0·49	—	—	1·89	1·04	—	1·27

In the previous year the results per train-mile were :—

—	Guaranteed Railways.	State Lines Leased to Companies.	State Railways (Commercial).	State Railways (Military).	State Railways worked by Companies.	Assisted Companies.	Native States.	Foreign Lines.	Total.
STANDARD GAUGE LI[illegible]									
Gross earnings per train-mile	4·39	3·79	3·53	2·05	5·10	2·80	4·10	—	4·17
Working expenses per train-mile	2·10	2·07	1·89	2·44	1·40	1·34	2·24	—	1·90
Net earnings per train-mile	2·31	1·72	1·64	−0·39	3·50	1·46	1·96	—	2·27
METRE GAUGE LINES:									
Gross earnings per train-mile	—	2·56	3·27	—	3·12	3·07	3·20	3·36	3·07
Working expe[illegible]per train-mile	—	1·53	1·86	—	1·45	1·35	1·69	2·57	1·56
Net earnings per train-mile	—	1·03	1·41	—	1·67	1·72	1·51	0·79	1·51
SPECIAL GAUGE LINES:									
Gross earnings per train-mile	—	—	3·12	—	—	4·50	2·31	—	3·10
Working expenses per train-mile	—	—	2·47	—	—	2·49	1·22	—	1·72
Net earnings per train-mile	—	—	0·65	—	—	2.01	1·09	—	1·38

9. *Earnings per Mile per Week and Percentage of Working Expenses on Gross Earnings.*—The following table shows the gross earnings per mean mile worked per week and the percentage of working expenses to gross earnings on the principal railways for 1893 and 1894 :—

Serial Number.	Railways (including Branches and Leased Lines).	Previous Year.		1894.	
		Gross Earnings per Mean Mile worked per Week (excluding Steam-boat).	Percentage of Working Expenses on Gross Earnings (excluding Steam-boat).	Gross Earnings per Mean Mile worked per Week (excluding Steam-boat). *	Percentage of Working Expenses on Gross Earnings (excluding Steam-boat). †
	Standard Gauge.	Rs.		Rs.	
	STATE LINES WORKED BY COMPANIES.				
I.	East Indian (*a*)	584	27·36	604	(*b*) 30·75
II.	Bengal-Nágpur	144	49·17	149	51·30
III.	Indian Midland	129	62·72	147	58·22
	STATE LINES WORKED BY THE STATE.				
X.	North Western (State) (*c*)	229	66·42	253	(*d*) 60·17
XII.	Oudh and Rohilkhand (State)	239	42·44	262	45·47
XIII.	Eastern Bengal (State) (*e*)	529	40·87	621	(*f*) 38·58
XVI.	East Coast (State)	68	82·52	97	(*g*) 88·64
	LINES WORKED BY GUARANTEED COMPANIES.				
XXII.	Great Indian Peninsula	501	53·57	468	55·18
XXIII.	Bombay, Baroda, and Central India (*h*)	630	36·55	665	36·85
XXIV.	Madras	241	48·39	237	52·11
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.				
XXX.	The Nizam's Guaranteed State	136	53·08	177	50·20
	Metre Gauge.				
	STATE LINES WORKED BY COMPANIES.				
XXXVII.	Bengal and North Western :—				
	Tirhoot Section	123	42·57	130	(*i*) 41·72
	Company's Section				
XXXIX.	Rajputana-Malwa (*j*)	259	41·12	285	38·19
XLI.	Southern Mahratta	99	59·68	99	65·73
XLIV.	South Indian	149	61·12	148	58·99
	STATE LINES WORKED BY THE STATE.				
XLVII.	Eastern Bengal (State):—				
	Northern and Behar Sections, including the Kaunia-Dharlla (2′ 6″ gauge) Branch.	182	41·77	1[redacted]	(*k*) 35·93
	Dacca Section	96	62·41	112	54·46
XLVIII.	Burma (State)	178	65·80	164	(*l*) 62·38
	ASSISTED COMPANY.				
LII.	Rohilkund and Kumaon (including the Lucknow-Bareilly Section).	84	60·45	99	57·22
	LINES OWNED AND WORKED BY NATIVE STATES.				
LXI.	Jodhpore-Bickaneer :—				
	Jodhpore Section	52	47·83	65	[redacted] 38·09
	Bickaneer Section	30	61·43	35	49·61
LXII.	Bhávnagar-Gondal-Junágarh-Porbandar (*m*)	117	56·22	101	57·29

(*a*) Excluding the Delhi-Umballa-Kalka and the Tarkessur Railways.
(*b*) Including steam-boat, the percentage is 30·87.
(*c*) Excluding the Hyderabad-Shadipalli and the Rájpura-Bhátindá Railway.
(*d*) Including steam-boat, the percentage is 60·31.
(*e*) Excluding the Bengal Central Railway.
(*f*) Including steam-boat, the percentage is 40·33.
(*g*) " " " 89·81.
(*h*) Excluding the Godhra-Rutlam, the Gaekwar's Petlád and the Gaekwar's Dabhoi Railways.
(*i*) Including steam-boat, the percentage is 41·79.
(*j*) Excluding the Gaekwar's Mehsána Railway.
(*k*) Including steam-boat, the percentage is 39·14.
(*l*) " " " 63·05.
(*m*) Including the Jetalsar-Rájkot Railway in 1894.

* *See* also statements Nos. 25, 27, and 37.
† *See* also statements Nos. 27, 37, and 38.

10. *Capital Expenditure and General Results of Working.*—Including the steamboat service and capital* expenditure on suspense accounts, the total general results of working of all railways during 1894 were as follows :—

——		Standard Gauge.	Metre Gauge.	Special Gauges.	Total.
Mileage open at end of year -	Miles	10,868·26	7,705·59	267·14	18,840·99
Mileage of single track, including sidings - - -	„	14,081·10	8,691·89	281·43	23,054·42
Mean mileage worked during the year - - - -	„	10,754·49	7,674·14	265·17	18,693·80
*Total capital outlay on open lines	Rs.	1,80,52,63,523	56,38,32,658	88,04,642	2,37,79,00,823
†Average cost per mile open -	„	1,60,020	70,725	32,253	1,21,888
†Average cost per mile of single track, including sidings -	„	1,23,619	62,699	30,616	99,636
Gross earnings - - -	„	18,89,05,257	6,48,74,147	13,09,160	25,50,88,564
Working expenses - -	„	8,74,16,899	3,16,27,581	7,94,720	11,98,39,200
Percentage of working expenses on gross earnings - - -	„	46·28	48·75	60·70	46·98
Net earnings - - -	„	10,14,88,358	3,32,46,566	5,14,440	13,52,49,364
Percentage of net earnings on total capital cost of open line -	„	5·62	5·90	5·84	5·69

11. *Net Earnings and Percentage on Capital Outlay.*—Taking the figures as grouped in Statement No. 37 on pages 156 to 159 for the standard and metre gauge railways only, it will be seen that the net earnings of the State lines amounted in 1894 on the standard gauge (the East Indian Railway excepted) to Rs. 3,05,91,416, giving a return of 3·54 per cent. on a total capital expenditure of Rs. 86,46,53,871, and on the metre gauge to Rs. 3,04,06,364, giving a return of 6·11 per cent. on a total capital expenditure of Rs. 49,76,12,582. Including the East Indian Railway, the net earnings of the State lines (standard and metre gauge) were Rs. 9,74,24,186, or 5·61 per cent. on a total capital outlay of Rs. 1,73,72,03,643.

The net earnings of the East Indian Railway alone amounted to Rs. 3,64,26,406, being at the rate of 9·72 per cent. on a total capital expenditure of Rs. 37,49,37,190. The surplus profits after paying annuity and interest charges were Rs. 76,98,836, of which sum one-fifth, or Rs. 15,39,767, was paid over to the working company as its share under the contract.

The net earnings of the lines classed as "State lines worked by the State" were on the standard gauge Rs. 2,42,02,395, or 3·79 per cent. on a total capital outlay of Rs. 63,84,24,383, and on the metre gauge Rs. 56,81,343, or 5·11 per cent. on a total capital outlay of Rs. 11,12,76,474.

The net earnings of the guaranteed lines, all of which are on the standard gauge, amounted to Rs. 3,13,04,693, giving a return of 6·28 per cent. on a total capital outlay of Rs. 49,88,44,862.

The net earnings of the lines in the hands of assisted companies were on the standard gauge Rs. 8,5[redacted], being at the rate of 4·93 per cent. on a total capital outlay of Rs. 1,72,78,[redacted] on the metre gauge Rs. 9,22,176, being at the rate of 4·49 per cent. on a to[redacted]al outlay of Rs. 2,05,28,706.

The net [redacted]s derived by the Native States lines amounted on the standard gauge to Rs. [redacted]4,062, giving a return of 4·67 per cent. on a total capital outlay of Rs. 4,95,54,21[redacted] and on the metre gauge to Rs. 17,98,694, giving a return of 6·12 per cent. on a total capital outlay of Rs. 2,93,78,557.

12. *Results of Working the Guaranteed Railways.*—Statements relating to guaranteed railway transactions are given on pages 124 to 126. Where the transactions are stated in these statements in sterling, conversions from Indian currency have been made at the contract rates of exchange. On this basis the guaranteed lines are shown (*vide* Statement No. 30, page 125) to have returned a net revenue of 2,886,556*l.* The guarantee[redacted] interest is 2,160,536*l.*, and the net earnings are shown to be in excess of guaranteed interest by 726,020*l.* This does not, however, represent the true results, as the figures do not take into account the heavy loss by exchange in connexion with the guaranteed interest paid in England.

The actual results to the State from the working of the guaranteed railways, as well as of lines leased to or purchased from guaranteed companies and worked by those

* The capital expenditure here referred to is that shown in Chapter VII., Statement No. 23.
† Excluding steamboat and suspense.

companies for the year 1894, are given in Statement No. 31 on pages 125 and 126. This statement also shows the sterling dividends earned by the companies.

13. *General Results of Working.*—From the statement on pages 120 to 123, which summarises the results of working of the principal standard and metre gauge lines, it will be observed that during 1894 the average gross earnings per total train-mile were Rs. 4·29 on the standard gauge and Rs. 3·13 on the metre gauge, the highest on the standard gauge being Rs. 6·47 on the Bombay, Baroda and Central India Railway, and the lowest Rs. 2·83 on the East Coast (State) Railway. The highest on the metre gauge was Rs. 3·64 on the Northern and Behar sections including the Kaunia-Dharlla, 2′ 6″ gauge, branch of the Eastern Bengal (State) Railway, and the lowest Rs. 2·47 on the Southern Mahratta Railway.

The percentage of working expenses on gross earnings ranged on the standard gauge from 30·87 on the East Indian Railway to 89·81 on the East Coast (State) Railway, and on the metre gauge from 38·09 on the Jodhpore section of the Jodhpore-Bickaneer Railway to 65·73 on the Southern Mahratta Railway, the average of the standard gauge lines being 46·26 and of the metre gauge 48·41.

The average working expenses per total train-mile were Rs. 1·98 on the standard gauge and Rs. 1·51 on the metre gauge, the highest being Rs. 2·54 on the East Coast (State) Railway, standard gauge, and Rs. 2·11 on the Burma (State) Railway, metre gauge.

The average coaching earnings per coaching train-mile were Rs. 3·29 on the standard gauge and Rs. 3·06 on the metre gauge, the highest on the standard gauge being Rs. 4·18 on the East Indian Railway, and the lowest Rs. 2·51 on the Great Indian Peninsula Railway; the highest on the metre gauge was Rs. 3·59 on the Burma (State) Railway, and the lowest Rs. 1·97 on the Bickaneer section of the Jodhpore-Bickaneer Railway.

The average number of passengers carried in a passenger train was 219·12 on the standard gauge and 236·18 on the metre gauge, the highest on the standard gauge being 388·88 on the East Coast (State) Railway, and the lowest 151·49 on the Great Indian Peninsula Railway; the highest on the metre gauge was 263·42 on the Rajputana-Malwa Railway, and the lowest 160·16 on the Bickaneer section of the Jodhpore-Bickaneer Railway.

The lowest average cost on the standard gauge of hauling one passenger unit one mile was 0·65 pie on the East Indian Railway, on which line the average sum received for this work was 2·70 pies. On the metre gauge the lowest average cost of hauling a passenger one mile was 0·61 pie on the Rajputana-Malwa Railway, the average receipts per passenger on this line being 2·13 pies.

The average distance travelled by passengers was on the standard gauge 42·86 miles and on the metre gauge 39·01 miles.

The average goods earnings per goods train-mile were Rs. 4·79 on the standard gauge and Rs. 3·01 on the metre gauge, the highest on the standard gauge being Rs. 8·46 on the Bombay, Baroda, and Central India Railway, and the lowest Rs 1·50 on the East Coast (State) Railway; the highest on the metre gauge was Rs. 3·55 on the Rajputana-Malwa Railway, and the lowest Rs. 2·10 on the [redacted]khund and Kumaon Railway, including the Lucknow-Bareilly section.

The lowest average cost of hauling one ton of goods one mile [redacted] pies on the East Indian Railway, standard gauge, and 2·64 pies on the Rajputa[redacted]wa Railway, metre gauge; the average sums received on these lines for doing [redacted] work being 4·94 pies and 6·33 pies respectively.

The average distance over which a ton of goods was hauled was on the standard gauge 158·68 miles and on the metre gauge 137·40 miles.

14. *Financial Results of Working State Lines by State Agency excluding Non-Commercial Sections.*—The financial results of the State lines worked by State agency (excluding the Pishin section and the Sind-Sagar and Kushálgarh branches of the North-Western (State) Railway for 1893 and 1894 are summarised in the table on the oppos[redacted] page :—

Railway.	Mean Mileage worked. (From Statement No. 33, pages 141 to 143), in the present Report and in the corresponding Statement No. 25, in the previous Report.	Gross Earnings.	Working Expenses.	Net Earnings.	Percentage of Working Expenses on Gross Earnings.	Percentage of Net Earnings on Total Capital Outlay, as shown in Chapter VII., Statement No. 17, in the present Report and in the corresponding Statement No. 10, in the previous Report.
	1893.					
STANDARD GAUGE.	Miles.	Rs.	Rs.	Rs.		
North-Western (State)* - -	1,586·76	2,61,10,873	1,57,18,740	1,03,92,133	60·20	3·18
Hyderabad-Shadipalli -	58·91	1,30,817	1,14,345	16,472	87·41	0·99
Oudh and Rohilkhand (State) -	702·53	87,15,927	36,98,874	50,17,053	42·44	4·73
Eastern Bengal (State) - -	248·92	70,69,485	30,92,012	39,77,473	43·74	5·82
East Coast (State) - -	81·29	2,97,123	2,51,639	45,484	84·69	0·17
METRE GAUGE.						
Eastern Bengal (State) - -						
Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	444·62	45,58,672	20,56,885	24,96,787	45·17	6·31
Dacca section - - -	85·92	4,27,990	2,67,112	1,60,878	62·41	2·40
Burma (State) - - -	725·33	67,22,507	44,80,015	22,42,492	66·64	3·19
Total - - -	3,934·28	5,40,28,394	2,96,79,622	2,43,48,772	54·93	3·77
	1894.					
STANDARD GAUGE.						
North Western* (State) - -	1,589·16	2,89,83,535	1,53,94,115	1,35,89,420	53·11	4·13
Hyderabad-Shadipalli -	58·91	1,45,222	1,09,160	36,062	75·17	2·09
Oudh and Rohilkhand (State) -	772·60	1,05,18,836	47,82,697	57,36,139	45·47	5·04
East Bengal (State) - -	248·33	83,71,843	33,76,299	49,95,544	40·33	7·28
East Coast (State) - - -	289·96	14,80,678	13,29,757	1,50,921	89·81	0·33
METRE GAUGE.						
Eastern Bengal (State)—						
Northern and Behar sections (including the Kaunia-Dharlla 2′ 6″ gauge, branch).	478·55	51,42,429	20,12,755	31,29,674	39·14	7·88
Dacca section - - -	85·92	5,01,454	2,73,113	2,28,341	54·46	3·41
Burma (State) - - -	732·48	62,87,354	39,64,026	23,23,328	63·05	4·31
Total - - -	4,255·91	6,14,31,351	3,12,41,922	3,01,89,429	50·86	4·58

15. The following table exhibits the capital outlay and revenue transactions for the commercial and military sections of the North-Western (State) Railway proper for 1894:—

	1893.			1894.		
	Commercial Section.	Military Section.	Total.	Commercial Section.	Military Section.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Total capital outlay† -	32,63,70,688	12,16,25,915	44,79,96,603	32,89,09,784	12,20,22,392	45,09,32,176
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Mean mileage worked -	1,586·76	846·52	2,433·28	1,589·16	846·54	2,435,70
Train-mileage - - -	7,415,442	1,320,208	8,735,650	7,693,853	1,430,947	9,124,800
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Gross earnings -	2,61,10,873	31,57,859	2,92,68,732	2,89,83,535	33,30,562	3,23,14,097
Working expenses - -	1,57,18,740	37,52,349	1,94,71,089	1,53,94,115	40,94,801	1,94,88,916
Net earnings - -	1,03,92,133	—5,94,490	97,97,643	1,35,89,420	—7,64,239	1,28,25,181
Percentage of working expenses on gross earnings.	60·20	118·83	66·53	53·11	122·95	60·31
Percentage of net earnings on total capital outlay.	3·18	—0·49	2·19	4·13	—0·63	2·84

* Excluding the military lines.

† As shown in Chapter VII., Statement No. 17, in the present report, and in the corresponding Statement No. 10, in the previous report.

16. The following statement shows the net earnings on the principal railways and their percentage on the capital expenditure on open lines, *including steamboat service and suspense accounts* during the last five years :—

STATEMENT No. 24.

Serial Number.	Railway	1890.		1891.		1892.		1893.		1894.	
		Net Earnings.	Percentage of Net Earnings per Annum on Capital Expenditure.	Net Earnings.	Percentage of Net Earnings per Annum on Capital Expenditure.	Net Earnings.	Percentage of Net Earnings per Annum on Capital Expenditure.	Net Earnings.	Percentage of Net Earnings per Annum on Capital Expenditure.	Net Earnings. (*See also* Statements Nos. 27 and 37.)	Percentage of Net Earnings per Annum on Capital Expenditure.
	Standard Gauge.										
	STATE LINES WORKED BY COMPANIES.	Rs.		Rs.		Rs.		Rs.		Rs.	
I.	East Indian	2,98,04,646	8·18	3,65,55,446	10·05	3,50,21,046	9·62	3,61,31,898	9·82	3,64,26,406	9·72
II.	Bengal-Nágpur	5,47,463	0·84	26,84,452	2·96	30,08,165	3·19	32,62,220	3·33	32,58,414	3·32
III.	Indian Midland	5,27,114	0·72	15,73,934	1·59	19,48,540	1·99	18,83,372	1·95	24,08,395	2·53
	STATE LINES WORKED BY THE STATE.										
X.	North-Western (State)	1,01,45,387	2·55	1,20,20,130	3·01	94,51,029	2·22	97,97,643	2·32	1,28,25,181	3·02
XII.	Oudh and Rohilkhand (State)	37,54,478	4·05	49,42,458	5·38	50,16,330	5·43	50,17,053	5·28	57,36,139	5·58
XIII.	Eastern Bengal (State)	39,02,260	6·80	43,53,163	7·53	39,11,578	6·62	39,77,473	6·70	49,95,544	8·36
XVI.	East Coast (State)	—	—	—	—	—	—	45,484	0·15	1,50,921	0·45
	LINES WORKED BY GUARANTEED COMPANIES.										
XXII.	Great Indian Peninsula	1,91,50,259	6·90	2,34,20,748	8·44	2,02,18,309	7·29	1,80,19,294	6·50	1,62,56,583	5·82
XXIII.	Bombay, Baroda, and Central India	74,98,178	7·86	83,08,202	8·69	81,30,959	8·44	95,78,943	9·87	1,00,70,974	10·22
XXIV.	Madras	45,21,480	3·83	39,06,530	3·28	42,92,132	3·58	54,21,742	4·50	49,77,136	4·11
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.										
XXX.	The Nizam's Guaranteed State	10,39,590	2·76	12,57,860	3·18	13,24,959	3·35	14,36,451	3·57	16,22,028	4·03
	Metre Gauge.										
	STATE LINES WORKED BY COMPANIES.										
XXXVII.	Bengal and North-Western—										
	Tirhoot Section	25,73,364	5·33	29,77,841	6·07	30,17,069	5·85	30,07,927	5·65	32,36,188	6·03
	Company's Section										
XXXIX.	Rajputana-Malwa	86,42,525	6·65	1,23,17,065	9·49	1,32,14,775	10·18	1,32,[illegible]	10·15	1,53,54,164	11·65
XLI.	Southern Mahratta	12,24,074	1·14	20,73,558	1·86	18,53,156	1·65	[illegible]	62	27,37,595	2·26
XLIV.	South Indian	26,30,949	5·26	24,49,731	3·64	28,68,932	3·64	[illegible]	10	33,10,987	4·30
	STATE LINES WORKED BY THE STATE.										
XLVII.	Eastern Bengal (State)—										
	Northern and Behar Sections (including the Kaunia-Dharlia 2' 6" gauge, branch).	20,35,441	5·75	20,21,326	5·45	21,86,559	5·60	24,96,787	6·31	31,29,674	7·88
	Dacca Section	1,32,620	1·99	1,57,612	2·36	1,35,590	2·02	1,60,878	2·40	2,28,341	3·41
XLVIII.	Burma (State)	23,48,191	4·58	23,71,391	4·32	33,86,087	5·39	22,42,492	3·55	23,23,328	3·58
	ASSISTED COMPANY.										
LII.	Rohilkund and Kumaon (including the Lucknow-Bareilly section).	1,91,524	4·84	3,33,886	3·35	4,72,743	4·78	4,56,721	4·38	6,12,494	5·74
	LINES OWNED AND WORKED BY NATIVE STATES.										
LXI.	Jodhpore-Bickaneer—										
	Jodhpore Section	1,96,192	8·63	3,34,364	7·99	5,28,341	11·01	4,33,895	6·70	6,69,373	10·38
	Bickaneer Section	—	—	2,724	0·19	24,904	2·63	25,735	2·66	40,447	4·17
LXII.	Bhávnagar-Gondal-Junágarh-Porbandar.	6,00,267	3·56	4,75,786	2·78	4,37,876	2·54	8,88,708	5·16	8,52,487	4·52

N.B.—This statement has been recast, so as to show the progress of net earnings of the principal railways for a series of years, with the percentage on capital outlay calculated on the same basis as that adopted in the statement showing the general results of working of the principal lines, *See* Statement No. 27.

17. *Average Earnings per Mean Mile worked per Week in Five-yearly Periods.*—The average gross earnings of the chief railways per mean mile worked per week (excluding steam-boat earnings) in five-yearly periods commencing from January 1856 and for the years 1891 to 1894 are given in the following table:—

STATEMENT No. 25.

Serial Number.	Railways (including Branches and Leased Lines).	1856 to 1860.	1861 to 1865.	1866 to 1870.	1871 to 1875.	1876 to 1880.	1881 to 1885.	1886 to 1890.	1891.	1892.	1893.	* 1894.
	Standard Gauge.											
	STATE LINES WORKED BY COMPANIES.											
I.	East Indian	236	255	384	388	514	573	549	599	580	585	(a) 604
II.	Bengal-Nágpur	—	—	—	—	51	156	127	129	141	144	149
III.	Indian Midland	—	—	—	—	52	90	97	121	130	129	147
	STATE LINES WORKED BY THE STATE.											
X.	North-Western (State)	—	124	123	147	224	228	216	261	208	229	(b) 253
XII.	Oudh and Rohilkhand (State)	—	—	103	76	149	181	196	238	237	239	262
XIII.	Eastern Bengal (State) (c)	—	154	250	312	434	436	503	562	520	529	621
XVI.	East Coast (State)	—	—	—	—	—	—	—	—	—	68	97
	LINES WORKED BY GUARANTEED COMPANIES.											
XXII.	Great Indian Peninsula	157	236	340	298	456	457	508	584	525	501	468
XXIII.	Bombay, Baroda, and Central India	49	157	300	285	321	481	539	590	594	630	(d) 665
XXIV.	Madras	105	118	160	143	164	155	198	214	221	241	237
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.											
XXX.	The Nizam's Guaranteed State	—	—	—	79	114	145	131	151	151	136	117
	Metre Gauge.											
	STATE LINES WORKED BY COMPANIES.											
XXXVII.	Bengal and North-Western:—											
	Tirhoot Section	—	—	—	40	98	108	126	132	115	134	140
	Company's Section	—	—	—	—	—	66	100	111	125	114	115
XXXIX.	Rajputana-Malwa (e)	—	—	—	86	130	174	210	251	257	259	285
XLI.	Southern Mahratta	—	—	—	—	—	60	87	87	83	99	99
XLIII.	Southern Mahratta (Mysore Section)	—	—	—	—	—	63	78				
XLIV.	South Indian	—	71	89	98	104	118	156	154	137	149	148
	STATE LINES WORKED BY THE STATE.											
XLVII.	East[illegible] (State):—											
	N[illegible] Behar Sections,											
	[illegible] Kaunia-Dharlla,											
	[illegible], branch	—	—	—	—	95	139	162	181	165	182	191
	Dac[illegible]on	—	—	—	—	—	47	73	93	85	96	112
XLVIII.	Burma ([illegible]te)	—	—	—	—	117	173	176	193	197	178	164
	ASSISTED COMPANY.											
LII.	Rohilkund and Kumaon (including the Lucknow-Bareilly Section)	—	—	—	—	—	57	69	71	81	81	99
	LINES OWNED AND WORKED BY NATIVE STATES.											
LXI.	Jodhpore-Bickaneer:—											
	Jodhpore Section	—	—	—	—	—	48	57	26	74	52	65
	Bickaneer Section	—	—	—	—	—	—	—	36	34	30	35
LXII.	Bhávnagar - Gondal - Junágarh - Porbandar	—	—	—	—	—	92	97	85	91	119	101

(a) Excluding the Delhi-Umballa-Kalka and the Tarkessur Railways.
(b) Excluding the Hyderabad-Shadipalli and the Rájpura-Bhátinda Railways.
(c) Excluding the Bengal Central Railway.
(d) Excluding the Godhra-Rutlam, the Gaekwar's Petlád, and the Gaekwar's Dabhoi Railways.
(e) Excluding the Palanpur-Deesa and the Gaekwar's Mehsána Railways.
* *See also* Statements Nos. 27 and 37 and paragraph 9 of Chapter VIII.

STATEMENT

MAIN RESULTS of WORKING of all RAILWAYS for the Years ending

Progressive Number.	Details.		Previous Year.*			1894.	
			Standard Gauge.	Metre Gauge.	Special Gauges.	Standard Gauge.	Metre Gauge.
1	Open mileage on the 31st December	Miles	10,568·40	7,623·65	266·78	10,868·26	7,705·59
2	Mean mileage worked during the year	„	10,472·93	7,485·08	249·18	10,754·49	7,674·14
†3	Capital outlay on open line, including steamboat service and suspense accounts	Rs.	1,76,67,00,721	55,64,48,394	86,37,516	1,80,52,63,523	*56,38,32,658
4	Number of passengers booked	No.	88,454,834	46,245,635	819,978	94,128,215	(*b*) 50,698,172
5	Number of passengers booked per mean mile worked	„	8,446	6,178	3,291	8,798	(*b*) 6,559
6	Tonnage of goods booked	Tons	21,242,685	7,484,701	119,343	24,432,641	(*b*) 8,098,696
7	Tonnage of goods booked per mean mile worked	„	2,028	1,000	479	2,284	(*b*) 1,048
8	Passenger unit-miles and average distance travelled :—						
	1st class — Unit-miles		32,169,373	7,464,043	(*a*)223,091	33,544,151	(*b*) 7,952,254
	1st class — Av. distance		81·66	64·14	(*a*) 36·51	78·29	(*b*) 65·50
	2nd class — Unit-miles		112,793,770	30,625,889	(*a*)831,052	122,845,553	(*b*) 32,028,271
	2nd class — Av. distance		48·60	47·41	(*a*) 39·27	49·80	(*b*) 46·11
	Intermediate or 3rd, and 4th or lowest classes — Unit-miles		3,612,530,727	1,784,062,888	(*a*) 20,934,734	3,779,414,885	(*b*)1,890,903,965
	Intermediate or 3rd, and 4th or lowest classes — Av. distance		42·13	39·22	(*a*) 26·41	41·43	(*b*) 37·91
	Total — Unit-miles		3,757,493,870	1,822,152,820	21,988,877	3,935,804,589	(*b*)1,930,884,490
	Total — Av. distance		42·48	39·40	26·82	41·81	(*b*) 38·09
9	Passenger unit-miles per mean mile worked	Miles	358,782	243,438	88,245	367,855	(*b*) 249,814
10	Ton-mileage and average lead of goods — Ton-miles		3,488,106,230	933,060,045	3,953,479	3,813,262,690	(*b*)1,044,717,268
	Ton-mileage and average lead of goods — Av. lead		164·20	124·66	33·13	156·07	(*b*) 129·00
11	Ton-mileage per mean mile worked	Tons	333,059	124,656	15,866	356,402	(*b*) 135,163
12	Train-miles	Miles	(*b*) 42,632,570	19,699,758	414,367	44,112,598	20,721,247
13	Train-miles per mean mile worked	No.	(*b*) 4,073	2,632	1,663	4,104	2,700
	Gross earnings :—						
14	Coaching — Passengers	Rs.	5,02,74,667	2,21,58,393	5,17,616	5,21,36,363	(*b*) 2,30,66,090
	Coaching — Other coaching traffic	„	70,43,156	18,66,020	81,473	71,19,946	(*b*)19,83,444
	Total	„	5,73,17,823	2,40,24,413	5,99,089	5,93,15,972	2,49,89,871
15	Goods	„	11,64,83,876	3,50,10,986	6,67,805	12,42,28,128	3,76,04,261
16	Steamboat, telegraph, and miscellaneous	„	44,76,209	22,77,401	17,866	53,61,157	22,80,015
	Total gross earnings	„	17,82,77,908	6,13,12,800	12,84[illegible]	[illegible]89,05,257	6,48,74,147
17	Gross earnings per mean mile worked per week	„	327·36	157·53		337·79	162·51
	Working expenses :—						
18	Maintenance	„	2,15,44,675	76,71,442	1,55,46[illegible]	[illegible]2,42,95,693	72,46,155
19	Locomotive	„	2,71,00,458	1,04,76,109	2,19,635	2,80,60,626	1,06,24,572
20	Carriage and waggon	„	75,07,994	26,65,107	63,084	82,34,399	28,83,345
21	Traffic	„	1,33,62,590	49,97,648	1,28,367	1,37,84,714	52,43,164
22	General	„	77,89,505	41,50,558	1,16,001	81,54,504	43,36,049
23	Steamboat, special, and miscellaneous, and rent of leased lines	„	32,86,428	11,44,931	26,083	39,51,771	10,68,259
24	Contributions to provident fund	„	8,87,327	2,51,531	3,112	9,35,[illegible]	2,26,037
	Total	„	8,14,78,987	3,13,57,326	7,11,746	8[illegible]6,899	3,16,27,581
25	Percentage of working expenses on gross earnings	Per cent.	45·73	51·14	55·40	46·28	48·75
26	Net earnings	Rs.	9,67,98,921	2,99,55,474	5,73,011	10,14,88,358	3,32,46,566
27	Percentage of net earnings on total capital outlay† on open line, including suspense	Per cent.	5·48	5·38	6·63	5·62	5·90

* The figures in the column "Previous year" have been taken from the

† The capital outlay here referred to is that shown

No. 26.

the 31st December 1893 and the 31st December 1894.

Special Gauges.	Total of all Gauges. Previous Year.*	Total of all Gauges. 1894.	Increase in 1894.	Percentage of Increase or Decrease. Increase.	Percentage of Increase or Decrease. Decrease.	Progressive Number.	Remarks.
267·14	18,458·83	18,840·99	382·16	2·07	—	1	*See also* Statement No. 33, pages 141 to 143.
265·17	18,207·19	18,693·80	486·61	2·67	—	2	
88,04,642	2,33,17,86,631	2,37,79,00,823	4,61,14,192	1·98	—	3	*See also* Statement No. 23, pages 108 and 109.
900,710	135,520,447	145,727,097	10,206,650	7·53	—	4	*See also* Statement No. 34, pages 144 to 147.
3,397	7,443	7,795	352	4·73	—	5	
112,427	28,846,729	32,643,764	3,797,035	13·16	—	6	*See also* Statement No. 35, pages 148 to 151.
424	1,584	1,746	162	10·23	—	7	
(*a*) 283,596	39,856,507	41,780,001	1,923,494	4·83	—	8	(*a*) Approximate figures.
(*a*) 40·50	77·18	75·03	−2·15	—	2·79		(*b*) Including the Godhra-Ratlam Railway.
(*a*) 898,857	144,250,711	155,772,681	11,521,970	7·99	—		
(*a*) 39·22	48·28	48·92	0·64	1·33	—		*See also* Statement No. 36, pages 152 to 155.
(*a*)22,266,545	5,417,528,349	5,692,585,395	275,057,046	5·08	—		
(*a*) 25·57	41·04	40·09	−0·95	—	2·31		
23,488,998	5,601,635,567	5,890,138,077	288,502,510	5·15	—		
26·03	41·33	40·42	−0·91	—	2·20		
88,430	307,661	315,085	7,424	2·41	—	9	
3,783,707	4,425,119,754	4,861,763,665	436,643,911	9·87	—	10	*See also* Statement No. 36, pages 152 to 155.
38·66	153·40	148·93	−4·47	—	2·91		
14,269	243,042	260,074	17,032	7·01	—	11	
401,803	(*c*) 62,746,695	(*c*)65,235,648	2,488,953	3·97	—	12	*See also* Statement No. 47, pages 198 to 201.
1,515	(*c*) 3,446	(*c*)3,490	44	1·28	—	13	(*cc*) Excluding the Calcutta Port Commissioners' Railway.
5,55,832	7,29,50,676	7,57,58,285	28,07,609	3·85	—	14	*See also* Statements Nos. 34 and 37, pages 144 to 147, and 156 to 159 respectively.
78,204	89,90,649	91,81,594	1,90,945	2·12	—		
6,34,036	8,19,41,325	8,49,39,879	29,98,554	3·66	—		
6,49,353	15,21,62,667	16,24,81,742	1,03,19,075	6·78	—	15	*See also* Statements Nos. 35 and 37, pages 148 to 151, and 156 to 159 respectively.
25,771	67,71,476	[illegible]6,66,943	8,95,467	13·22	—	16	
13,09,160	24,08,75,4[illegible]	[illegible]8,564	1,42,13,096	5·90	—		
94·94	254·42	[illegible]2·42	8·00	3·16	—	17	
2,00,433	2,93,71,581	[illegible]17,42,281	23,70,700	8·07	—	18	
2,47,301	3,77,96,202	[illegible]89,32,499	11,36,297	3·01	—	19	
69,671	1,02,36,185	1,11,87,415	9,51,230	9·29	—	20	
1,29,935	1,84,88,605	1,91,57,813	6,69,208	3·62	—	21	
1,26,269	1,20,56,064	1,26,16,822	5,60,758	4·65	—	22	
18,037	44,57,452	50,38,067	5,80,615	13·03	—	23	*See also* Statements Nos. 37 and 38, pages 156 to 159 and 160 to 163 respectively.
3,074	[illegible]41,970	11,64,303	22,333	1·96	—	24	
7,94,720	11,35,48[illegible]	11,98,39,200	62,91,141	5·54	—		
60·70	47·14	46·98	0·16	—	—	25	
5,14,440	12,73,27,409	13,52,49,364	79,21,955	6·22	—	26	
5·84	5·46	5·69	0·23	—	—	27	

capital and revenue accounts and the analyses of working for 1893.
in Chapter VI., Statement No. 16 in the Report for 1893–94, and in Chapter VII., Statement No. 23 in the Report for 1894–95.

STATEMENT

GENERAL RESULTS of the WORKING of the PRINCIPAL STANDARD and METRE

Progressive Number.	HEADINGS.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY	
		I. East Indian.	II. Bengal-Nágpur.	III. Indian Midland. (c)	X. North-Western (State) (e).	XII. Oudh and Rohilkhand. (State).
	Standard Gauge.					
1	Miles open on the 31st December 1894 - - Miles	1,664·11	860·88	734·46	†2,528·21	796·64
2	Total length of sidings - - - - - „	428·40	97·96	97·16	†555·21	114·15
3	Total length of single track, including sidings „	2,566·75	958·84	831·62	†3,124·68	910·79
4	Mean mileage worked during the year - „	(b) 1,674·75	862·33	(d) 753·78	(f) 2,451·62	772·60
*5	Capital outlay on open line to the 31st December 1894, including steamboat service and suspense. Rs.	37,49,37,190	9,81,71,181	9,49,77,933	†42,44,80,312	10,28,79,319
*6	Capital outlay on open line to the 31st December 1894, exclusive of steamboat service and suspense. „	36,63,90,626	9,53,27,024	9,34,14,815	†40,85,26,051	10,06,10,377
7	Average cost per mile of railway (a) - - „	2,20,172	1,10,732	1,27,188	†1,61,587	1,26,293
8	Average cost per mile of single track, including sidings (a). „	1,42,745	99,419	1,12,329	1,30,742	1,10,465
9	Coaching earnings - - - - - „	1,70,14,044	13,21,106	20,82,077	99,67,109	39,41,317
10	Goods earnings - - - - - - „	3,48,62,610	48,09,555	35,50,228	2,13,94,215	63,49,657
11	Gross earnings - - - - - „	5,26,89,486	66,90,648	57,63,886	3,23,14,097	1,05,18,836
12	Gross earnings per mean mile worked per week, excluding steamboat earnings. „	604	149	147	253	262
13	Working expenses - - - - - „	1,62,63,080	34,32,234	33,55,491	(g) 1,94,88,916	47,82,697
14	Working expenses per cent. of gross earnings Per cent.	30·87	51·30	58·22	60·31	45·47
15	Net earnings - - - - - - Rs.	3,64,26,406	32,58,414	24,08,395	1,28,25,181	57,36,139
16	Net earnings per cent. on capital outlay (5) Per cent.	9·72	3·32	2·53	3·02	5·58
17	Net earnings per cent. on paid up capital - „	—	3·23	2·48	—	—
18	Passenger train-miles - - - Miles	4,066,644.	449,114	693,086	3,401,957	1,194,598
19	Goods train-miles - - - - - „	6,290,987	1,158,495	860,845	5,748,077	1,866,955
20	Total train-miles - - - - - „	10,357,631	1,607,609	1,553,931	9,150,034	3,061,553
21	Coaching earnings per passenger train-mile - Rs.	4·18	2·94	3·00	2·93	3·30
22	Goods earnings per goods train-mile - - „	5·54	4·15	4·12	3·72	3·40
23	Gross earnings per train-mile - - - „	5·09	4·16	3·71	3·53	3·43
24	Working expenses per train-mile - - „	1·57	2·13	2·16	2·13	1·56
25	Net earnings per train-mile - - - „	3·52	2·03	1·55	1·40	1·87
26	Cost of train staff per train-mile - - Annas	0·91	0·65	0·70	(h) 0·86	0·65
27	Average number of passengers in a passenger train. No.	267·39	236·16	172·24	194·55	215·44
28	Average distance travelled by a passenger - Miles	65·03	49·36	69·10	53·78	42·39
29	Average number of tons in a goods train - Tons	213·45	122·54	117·82	132·85	114·95
30	Average distance over which a ton of goods was hauled. Miles	221·20	117·58	152[illegible]	118·72	126·40
31	Average number of vehicles (excluding brake-vans)— In each passenger train - - - No.	15·22	14·10	[illegible]	12·28	10·49
32	In each goods train - - - - - „	32·67	26·23	[illegible]	26·54	30·83
33	In each mixed train { Passenger carriages „	16·03	8·43	7·[illegible]	8·83	8·30
	In each mixed train { Goods vehicles - „	3·86	12·55	13·00	5·34	13·11
34	Number of passengers carried one mile - Unit-Miles	1,087,371,071	106,063,072	119,376,088	661,845,465	257,361,408
35	Number of tons of goods carried one mile - Ton-Miles	1,342,824,817	141,962,079	101,423,334	763,650,368	214,609,611
36	Average cost of hauling for one mile— One passenger unit - - - - Pies	0·65	1·40	1·59	(h) 1·34	0·99
37	One ton of goods - - - - „	1·63	3·36	4·00	(h) 3·47	2·85
38	Average sum received for carrying for one mile— One passenger unit - - - Pies	2·70	2·10	2·88	2·49	2·68
39	One ton of goods - - - - „	4·94	6·50	6·72	5·38	5·68

(a) Excluding steamer service and suspense.

(b) Including 23·24 miles of the Eastern Bengal (State) Railway and 1 mile of the Rajputana-Malwa Railway worked over by the Company.

(c) Including the Bhopal-Itársi Railway, except as regard items 16 and 17.

(d) Including 2·89 miles of the Rajputana-Malwa Railway, 1 mile of the Oudh and Rohilkhand (State) Railway, and 15·30 miles of the East Indian Railway, and 0·13 miles of the Great Indian Peninsula Railway, worked over by the Indian Midland Railway.

(e) Including the Jammu and Kashmir Railway (Native State section), except as regards items 1, 2, 3, 5, 6, 7, 8, 15, and 16.

(f) Including 13 miles of the East Indian Railway worked over by the North-Western (State) Railway.

(g) Including rent of leased lines (Rs. 17,553).

(h) Including the Hyderabad-Shadipalli and Rájpura-Bhátinda Railways.

* The capital outlay here referred to is that shown in Chapter XII., Statement No. 23.

† Including mileage constructed but not worked.

N.B.—For information given under progressive numbers 1 to 16, 18 to 25

No. 27.

GAUGE RAILWAYS during the Year ending the 31st December 1894.

THE STATE.		LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	Total and Average of Principal Standard Gauge Lines.	HEADINGS.
XIII. Eastern Bengal (State)	XVI. East Coast (State).	XXII. Great Indian Peninsula. (*j*)	XXIII. Bombay, Baroda, and Central India. (*l*)	XXIV. Madras. (*o*)	XXX. The Nizam's Guaranteed State. (*p*)		
							Standard Gauge.
248·49	354·40	1,286·93	460·90	849·22	(*q*) 352·90	10,137·14	Miles open on the 31st December 1894.
99·96	54·90	247·49	106·95	138·20	33·57	1,973·95	Total length of sidings.
403·93	409·30	1,996·34	627·96	1,029·82	386·47	13,246·50	Total length of single track, including sidings.
248·33	289·96	1,490·23	469·90	845·98	354·70	10,204·28	Mean mileage worked during the year.
5,97,36,640	3,35,80,199	27,92,09,112	(*m*)9,85,54,260	12,11,81,490	4,02,33,326	1,72,78,41,462	Capital outlay on open line to the 31st December 1894, including steamboat service and suspense.
5,58,64,119	3,05,78,431	27,37,74,124	(*m*)9,58,99,760	11,83,85,898	3,95,73,322	1,67,83,44,547	Capital outlay on open line to the 31st December 1894, exclusive of steamboat service and suspense.
2,24,814	86,282	2,12,734	(*m*)2,08,071	1,39,405	1,19,082	1,05,564	Average cost per mile of railway (*a*).
1,38,301	74,709	1,37,138	(*m*)1,52,716	1,14,956	1,08,461	1,26,701	Average cost per mile of single track, including sidings (*a*).
25,00,876	8,72,534	93,72,943	49,87,143	41,37,768	8,87,505	5,70,84,422	Coaching earnings.
50,46,115	4,68,994	2,65,38,784	1,05,81,899	60,41,172	23,06,463	12,19,49,692	Goods earnings.
83,71,843	14,80,678	3,62,74,296	1,59,48,484	1,03,92,995	32,56,885	18,37,02,134	Gross earnings.
621	97	468	665	237	177	345	Gross earnings per mean mile worked per week, excluding steamboat earnings.
33,76,299	13,20,757	(*k*)2,06,17,713	58,77,510	54,15,859	(*r*) 16,34,857	8,49,74,413	Working expenses.
40·33	89·81	55·18	36·85	52·11	50·20	46·26	Working expenses per cent. of gross earnings.
49,95,544	1,50,927	1,62,56,583	1,06,70,974	49,77,136	16,22,028	9,87,27,721	Net earnings.
8·36	0·45	5·82	10·22	4·71	4·63	5·71	Net earnings per cent. on capital outlay.
—	—	5·80	10·16	4·19	3·66	—	Net earnings per cent. on paid up capital.
863,807	210,621	3,726,853	1,212,841	1,813,059	233,647	17,366,227	Passenger train-miles.
844,330	311,908	5,447,243	1,250,840	1,225,804	438,709	25,444,193	Goods train-miles.
1,708,137	5,22,529	9,174,096	2,463,681	2,538,863	672,356	42,810,420	Total train-miles.
2·90	4·14	2·51	4·11	3·15	3·80	3·29	Coaching earnings per passenger train-mile.
5·98	1·50	3·87	8·46	4·93	5·26	4·79	Goods earnings per goods train-mile.
4·90	2·83	3·95	6·47	4·99	4·84	4·29	Gross earnings per train-mile.
1·98	2·54	2·18	2·32	2·13	2·43	1·98	Working expenses per train-mile.
2·92	0·29	1·77	4·08	1·96	2·41	2·35	Net earnings per train-mile.
(*i*) 0·65	0·77	1·47	(*n*) 0·59	0·63	0·74	—	Cost of train staff per train-mile.
183·59	388·88	151·49	265·25	291·93	270·66	219·12	Average number of passengers in a passenger train.
23·63	39·26	40·58	21·00	36·67	47·79	42·86	Average distance travelled by a passenger.
128·54	83·53	111·83	211·63	110·16	142·57	148·19	Average number of tons in a goods train.
77·80	75·94	224·45	170·40	118·28	115·69	158·68	Average distance over which a ton of goods was hauled.
							Average number of vehicles (excluding brake-vans)—
13·00	5·99		10·52	10·79	12·54	—	In each passenger train.
33·91	21·92		40·40	21·30	16·36	—	In each goods train.
10·51	8·63		9·14	6·49	8·05	—	Passenger carriages } In each mixed train.
5·36	10·66		16·56	15·24	13·78	—	Goods vehicles } In each mixed train.
158,583,694	81,905,669	8,987	321,706,231	383,326,357	63,257,882	3,805,365,924	Number of passengers carried one mile.
108,526,386	26,055,145	172,811	264,718,323	135,039,280	62,547,885	3,770,530,039	Number of tons of goods carried one mile.
							Average cost of hauling for one mile—
1·21	1·26	1·83	1·00	0·91	1·18	—	One passenger unit.
3·29	5·02	4·08	2·79	4·65	3·31	—	One ton of goods.
							Average sum received for carrying for one mile—
2·71	1·94	2·69	2·63	1·79	2·35	—	One passenger unit.
8·93	3·46	8·36	7·68	8·59	7·08	—	One ton of goods.

(*i*) Including the Bengal Central Railway.
(*j*) Including the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti Railways, except as regards items 1, 2, 3, 5, 6, 7, 8, 15, 16, and 17.
(*k*) Including rent of leased lines (Rs. 5,50,478), but excluding charges incurred direct by the State.
(*l*) Including the Pátri Branch.
(*m*) Including the State outlay on the Pátri Branch (Rs. 8,08,405). Excluding this outlay, the cost per mile is Rs. 2,06,317, and per mile of single track, including sidings, Rs. 1,51,429.
(*n*) Including the Godhra-Rutlam (standard gauge) and Gaekwar's Petlád Railways.
(*o*) Including the Kolar Gold Fields Railway.
(*p*) Including the Bezwada Extension Railway, except as regards items 5, 6, 7, 8, 15, 16, and 17.
(*q*) Of this length, 3·10 miles are worked over twice by every train.
(*r*) Including rent of leased lines (Rs. 71,270).

and 34 and 35, see also Statements Nos. 23, 33, 34, 35, 36, 37, 38, and 47.

STATEMENT

GENERAL RESULTS of the WORKING of the PRINCIPAL STANDARD and METRE GAUGE

Progressive No.	HEADINGS.	STATE LINES WORKED BY COMPANIES. XXXVII. Bengal and North-Western—Tirhoot Section. Company's Section.	XXXIX. Rajputana-Malwa.	XLI. Southern Mahratta. (e)	XLIV. South Indian. (f)
	Metre Gauge.				
1	Miles open on the 31st December 1894 - - Miles	756·30	1,674·02	1,553·21	1,049·31
2	Total length of sidings - - - - - „	95·75	(b) 257·57	152·18	131·61
3	Total length of single track, including sidings - - „	852·05	1,932·73	1,705·39	1,180·92
4	Mean mileage worked during the year - - - „	756·30	1,674·02	1,556·24	1,049·31
*5	Capital outlay on open line to the 31st December 1894, including steamboat service and suspense. Rs.	5,36,32,919	13,18,35,447	12,11,07,114	7,69,81,904
*6	Capital outlay on open line to the 31st December 1894, exclusive of steamboat service and suspense. „	5,08,20,554	12,72,94,046	11,91,42,140	7,43,53,460
7	Average cost per mile of railway (a) - - - - „	67,196	76,041	76,707	70,860
8	Average cost per mile of single track, including sidings (a) „	59,645	65,862	69,862	62,962
9	Coaching earnings - - - - - - „	22,31,219	(c) 70,16,401	32,91,550	43,10,095
10	Goods earnings - - - - - - - „	26,87,731	(c) 1,77,44,520	45,50 018	36,52,449
11	Gross earnings - - - - - - „	55,59,547	2,48,41,539	79,87,447	80,74,517
12	Gross earnings per mean mile worked per week, excluding steamboat earnings. „	180	285	99	148
13	Working expenses - - - - - - „	23,23,359	94,87,375	52,49,852	47,63,530
14	Working expenses per cent. of gross earnings - Per Cent.	41·79	38·19	65·73	58·99
15	Net earnings - - - - - - - - Rs.	32,36,188	1,53,54,164	27,37,595	33,10,987
16	Net earnings per cent. on capital outlay (5) - Per Cent.	6·03	11·65	2·26	4·30
17	Net earnings per cent. on paid-up capital - „	—	—	2·22	—
18	Passenger train-miles - - - - Miles	771,576	(c) 2,164,470	1,337,461	1,486,976
19	Goods train-miles - - - - - „	917,699	(c) 4,992,649	1,897,572	1,671,331
20	Total train-miles - - - - - „	1,689,275	7,092,168	3,235,033	3,158,307
21	Coaching earnings per passenger train-mile - - Rs.	2·89	(c) 3·24	2·46	2·90
22	Goods earnings per goods train-mile - - - „	2·93	(c) 3·55	2·40	2·19
23	Gross earnings per train-mile - - - - „	3·29	3·50	2·47	2·56
24	Working expenses per train-mile - - - „	1·38	1·34	1·62	1·51
25	Net earnings per train-mile - - - - „	1·91	2·16	0·85	1·05
26	Cost of train staff per train-mile - - - Annas	0·53	(d) 0·52	0·49	(g) 0·32
27	Average number of passengers in a passenger train - No.	249·37	(c) 263·42	200·58	255·28
28	Average distance travelled by a passenger - - Miles	34·98	(c) 58·71	40·30	32·33
29	Average number of tons in a goods train - - Tons	89·84	(c) 107·85	62·53	54·57
30	Average distance over which a ton of goods was hauled Miles	109·15	(c) 256·79	[illegible]·27	61·31
31	Average number of vehicles (excluding brake-vans): In each passenger train - - - - - No.	29·00	13·00	[illegible]·25	15·35
32	In each goods train - - - - - „	34·00	24·33	[illegible]·15	15·36
33	In each mixed train { Passenger carriages - - - „	12·00	12·63	[illegible]·19	11·35
	In each mixed train { Goods vehicles - - - „	11·00	9·45	[illegible]·89	10·44
34	Number of passengers carried one mile - - Unit-miles	192,404,642	(c) 571,471,764	[illegible],470	379,592,031
35	Number of tons of goods carried one mile - Ton-miles	82,442,727	(c) 538,456,535	118,[illegible]5,969	91,204,925
36	Average cost of hauling for one mile: One passenger unit - - - - - Pies	0·74	(c) 0·61	1·31	(g) 0·96
37	One ton of goods - - - - - „	2·72	(c) 2·64	5·12	(g) 5·27
38	Average sum received for carrying for one mile: One passenger unit - - - - - Pies	2·10	(c) 2·13	2·12	2·06
39	One ton of goods - - - - - „	6·26	(c) 6·33	7·36	7·69

(a) Excluding steamer service and suspense.
(b) Including 3·07 miles of main line laid on the standard gauge.
(c) Including the Godhra-Ratlam Railway.
(d) Including the Pálanpur-Deesa and the Gaekwar's Mehsána Railways.
(e) Including the Guntakal-Mysore Frontier, the Southern Mahratta (Mysore section), the Kolhapur, the Yesvantpur-Mysore Frontier, an the Mysore-Nanjangúd Railways.
(f) Including the Pondicherry Railway.

* The capital outlay here referred to is that shown in Chapter VII., Statement No. 23.

N.B.—For information given under progressive numbers 1 to 16, 18 to 25,

No. 27—*concluded.*

RAILWAYS during the Year ending the 31st December 1894—*concluded.*

STATE LINES WORKED BY THE STATE.			ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			Total and Average of Principal Metre Gauge Lines.	Progressive No.
XLVII.—EASTERN BENGAL (STATE).		XLVIII. Burma (State).	LII. Rohilkund and Kumaon. (*h*)	LXI.—JODHPORE-BICKANEER.		LXII. Bhávnagar Gondal-Junágárh-Porbandar. (*j*)		
Northern and Behar Sections, including the Kaunia-Dharlla (2′ 6″ Gauge) Branch.	Dacca Section.			Jodhpore Section.	Bickaneer Section.			
478·55	85·92	745·39	285·09	320·50	43·50	(*k*) 380·21	7,372·00	1
47·17	13·69	117·92	32·35	9·50	1·00	43·95	902·69	2
552·72	99·61	872·31	317·44	330·00	44·50	424·16	8,311·83	3
478·58	85·92	732·48	278·88	320·50	43·50	380·21	7,355·94	4
3,97,29,852	67,04,908	6,48,41,714	1,06,73,598	64,49,374	9,69,407	1,88,65,198	53,17,91,435	5
3,87,94,662	67,04,908	6,25,89,777	1,04,96,009	64,22,872	9,69,407	1,84,61,043	51,60,48,878	6
81,067	78,037	83,969	36,816	20,040	22,285	(*l*) 49,136	70,044	7
70,189	67,312	71,752	33,065	19,463	21,784	(*m*) 44,367	62,146	8
19,13,304	3,43,498	33,04,584	5,41,969	4,55,497	36,837	10,65,430	2,45,10,384	9
27,96,366	1,45,382	28,13,488	7,54,782	6,11,452	35,560	8,88,872	3,66,80,620	10
51,42,429	5,01,454	62,87,354	14,31,583	10,81,156	80,273	19,95,843	6,29,83,142	11
191	112	164	99	65	35	101	162	12
20,12,755	2,73,113	39,64,026	8,19,089	4,11,783	39,826	11,43,356	3,04,88,064	13
39·14	54·46	63·05	57·22	38·09	49·61	57·29	48·41	14
31,29,674	2,28,341	23,23,328	6,12,494	6,69,373	40,447	8,52,487	3,24,95,078	15
7·88	3·41	3·58	5·74	10·38	4·17	4·52	6·11	16
—	—	—	—	—	—	—	—	17
566,519	117,791	920,925	172,487	148,135	18,708	316,062	8,021,110	18
844,416	68,758	958,486	360,199	184,505	13,264	260,268	12,169,147	19
1,410,935	186,549	1,879,411	532,686	332,640	31,972	576,330	20,125,306	20
3·38	2·92	3·59	3·14	3·07	1·97	3·37	3·06	21
3·31	2·11	2·94	2·10	3·31	2·68	3·42	3·01	22
3·64	2·69	3·35	2·69	3·25	2·51	3·46	3·13	23
1·42	1·46	2·11	1·54	1·24	1·24	1·98	1·51	24
2·22	1·23	1·24	1·15	2·01	1·27	1·48	1·62	25
0·51	0·51	0·82	0·49	0·16	0·16	0·40	—	26
219·08	200·57	208·33	208·14	259·54	160·16	212·62	236·18	27
44·98	22·84	29·40	32·66	57·16	38·65	35·62	39·01	28
63·97	45[illegible]	80·47	71·87	65·47	37·11	62·45	83·80	29
90·81	[illegible]	96·74	73·46	119·99	41·57	67·38	137·40	30
15·32	[illegible]	10·52	(*i*)	10·29	11·51	11·28	—	31
33·53	[illegible]	29·71	28·00	19·40	—	28·97	—	32
9·56	[illegible]	12·11	11·00	9·49	9·42	13·98	—	33
11·71	[illegible]	13·72	13·00	10·35	7·36	6·97	—	
122,980,316	23,6[illegible]	192,418,220	35,038,734	38,446,412	2,996,376	67,201,044	1,894,439,825	34
54,015,671	3,110,990	77,128,828	25,888,281	12,078,915	492,217	16,253,026	1,019,828,084	35
0·81	0·81	1·63	1·10	0·82	1·20	1·48	—	36
4·22	4·22	5·41	3·55	3·57	5·10	6·49	—	37
2·69	2·60	3·14	2·60	2·08	2·09	2·86	—	38
9·94	8·97	7·00	5·60	9·72	13·87	10·50	—	39

(*g*) Including the Máyavaram-Mutupet Railway.
(*h*) Including the Rohilkund and Kumaon (Lucknow-Bareilly Section).
(*i*) No passenger trains run.
(*j*) Including the Jetalsar-Rájkot Railway.
(*k*) Including 4·50 miles of State mileage in dock estates and quarry lines constructed, and maintained by the States themselves.
(*l*) Calculated on 375·71 miles.
(*m*) Calculated on 416·10 miles.

and 34 and 35, *see also* Statements Nos. 23, 33, 34, 35, 36, 37, 38, and 47.

Statement No. 28.

Guaranteed Interest.—Indian Railways.

Total Amount advanced on account of Guaranteed Interest to 31st December 1894, the net Revenue of these Railways to 30th June 1894 appropriated towards the repayment of that amount and the balance.

Serial Number.	Railway Company.	Interest advanced to the 31st December 1893.	Interest advanced during 1894.				Total. (b)	Aggregate of net revenue balance for the several half years to the 30th June 1894.	Net amount advanced.
			England.	India.	Interest charged on overdrawn Capital. (a)	Total.			
		£	£	£	£	£	£	£	£
XXII.	Great Indian Peninsula - -	34,533,436	1,204,013	1,861	—	1,205,874	35,739,310	32,598,390	3,140,920
XXIII.	Bombay, Baroda, and Central India	12,004,184	417,523	243	3,859	421,625	12,425,809	10,971,617	1,454,192
XXIV.	Madras - - - -	16,279,407	533,037	—	—	533,037	16,812,444	8,581,910	8,230,534
	Total - - -	62,817,027	2,154,573	2,104	3,859	2,160,536	64,977,563	52,151,917	12,825,646

(a) Interest on overdrawn capital is, for the year 1894, being charged in that year by transfer entry.

(b) Represents interest due up to the 30th June 1894 only, the interest for the half-year ended the 31st December 1894 not being paid until the succeeding half-year.

Note.—Rupees converted into sterling at the contract rate of exchange.

Statement No. 29.

Amount of Total Surplus Profits on Guaranteed Railways as calculated under the Contracts for distribution between Government and Railway Companies to the 31st December 1894 inclusive.

Half-year ending.	XVIII. Great Indian Peninsula Railway.	XIX. Bombay, Baroda, and Central India Railway.	XX. Madras.	Total.
	Rs.	Rs.	Rs.	Rs.
To end of 1880 - -	1,47,80,444	4,02,862	—	151,83,306
June 1881 - - -	36,90,753	17,28,545	—	54,19,298
December 1881 - -	13,614	—	—	13,614
June 1882 - - -	64,37,716	16,12,691	—	80,50,407
December 1882 - - -	—	—	—	—
June 1883 - - -	66,52,396	22,03,353	—	88,55,749
December 1883 - - -	—	86,214	—	86,214
June 1884 - - -	49,51,342	27,05,193	—	76,56,535
December 1884 - - -	—	—	—	—
June 1885 - - -	54,04,778	22,46,727	—	76,51,505
December 1885 - - -	—	6,66,993	—	6,66,993
June 1886 - - -	66,37,691	27,31,549	—	93,69,240
December 1886 - -	13,71,491	6,04,036	—	20,35,527
June 1887 - - -	82,13,411	25,76,695	—	1,07,90,106
December 1887 - - -	—	6,644	—	6,644
June 1888 - - -	79,11,414	22,65,611	—	1,01,77,025
December 1888 - - -	7,78,571	2,64,174	—	10,42,725
June 1889 - - -	53,73,655	26,37,284	—	80,10,939
December 1889 - - -	—	3,35,498	—	3,35,498
June 1890 - - -	62,09,943	26,12,555	—	88,22,498
December 1890 - -	—	2,31,686	—	2,31,686
June 1891 - - -	1,03,78,016	31,79,971	—	1,35,57,987
December 1891 - - -	—	4,32,725	—	4,32,725
June 1892 - - -	76,27,013	32,98,109	—	1,09,25,122
December 1892 - -	—	2,75,400	—	2,75,400
June 1893 - - -	58,62,262	39,97,617	—	98,59,879
December 1893 - - -	—	10,21,458	—	10,21,458
June 1894 - - - -	60,80,662	43,29,467	—	1,04,10,129
December 1894 - - -	—	11,41,960	—	11,41,960
Total - -	10,83,75,172	4,36,55,017	—	15,20,30,189
Add—Guaranteed lines subsequently purchased by Government—				
East Indian Railway - -	—	—	—	6,38,77,385
Eastern Bengal Railway -	—	—	—	93,09,567
Sind, Punjab, and Delhi Railway	—	—	—	2,96,825
South Indian - - -	—	—	—	2,92,112
Total - -	10,83,75,172	4,36,55,017	—	22,58,06,078

Statement No. 30.

Guaranteed Railways.

Note.—Rupees converted into sterling at the contract rate of exchange.

Year.	Capital expended to the 31st March.	Net Revenue for the Year ended the 31st December.	Guaranteed Interest for the Year ended the 31st December.	Interest in excess of Revenue.	Revenue in excess of Interest.
	£	£	£	£	£
1870 - -	83,910,587	2,846,600	4,344,113	1,497,513	—
1871 - -	87,686,857	2,686,260	4,544,764	1,858,504	—
1872 - -	90,183,585	2,869,223	4,603,853	1,734,630	—
1873 - -	90,660,830	3,185,069	4,613,573	1,428,504	—
1874 - -	91,353,883	3,956,071	4,651,088	695,017	—
1875 - -	92,441,794	3,576,514	4,641,979	1,065,465	—
1876 - -	93,392,600	4,442,430	4,658,947	216,517	—
1877 - -	94,108,059	6,117,226	4,662,635	—	1,454,591
1878 - -	95,430,863	5,002,028	4,708,134	—	293,894
1879 - -	96,444,666	5,062,188	4,748,233	—	313,955
1880* - -	65,907,288	2,662,213	3,263,179	600,966	—
1881 - -	66,349,320	3,110,824	3,272,651	161,827	—
1882 - -	67,021,755	3,319,439	3,279,407	—	40,032
1883 - -	67,431,448	3,542,973	3,289,439	—	253,534
1884 - -	68,769,369	3,207,313	3,243,015	35,702	—
1885† - -	66,558,570	3,505,142	3,191,169	—	313,973
1886‡ - -	56,814,758	3,378,242	2,702,701	—	675,541
1887 - -	57,046,325	3,326,485	2,725,445	—	601,040
1888 - -	57,694,898	3,433,689	2,688,848	—	744,841
1889§ - -	49,045,463	2,853,584	2,345,383	—	508,901
1890 - -	49,385,293	3,107,217	2,361,094	—	743,123
1891‖ - -	45,091,263	3,266,586	2,151,338	—	1,115,248
1892 - -	45,137,155	3,012,611	2,148,725	—	863,886
1893 - -	45,207,409	3,046,225	2,157,007	—	889,218
1894 - -	45,276,701	2,886,556	2,160,536	—	726,020

* East Indian Railway excluded from this and subsequent years.
† Eastern Bengal Railway ditto ditto.
‡ Sind, Punjab, and Delhi Railway ditto ditto.
§ Oudh and Rohilkhand Railway ditto ditto.
‖ South Indian Railway ditto ditto.

Statement No. 31.

Result of working the Guaranteed Railways and Lines Leased to or Purchased from Companies and worked by Companies for the Year ended 31st December 1894.

Serial Number.	Railway.	Capital Cost.	(*f.*) Net Revenue, Less Contribution to Provident Fund.	Amount chargeable against Net Revenue under Contract on Account of Interest.	Surplus for Division as arrived at under Terms of Contract 4–5.	Company's Share of Profits for the Year.
1.		3.	4.	5.	6.	7.
	State[illegible] Worked by [illegible]panies.	£	Rs.	Rs.	Rs.	Rs.
I.	East[illegible]n - -	37,200,000 Rs. *4,41,38,395	3,64,26,406	(*b*) 2,87,27,569	76,98,837	(*g*) 15,78,834
II.	Beng[illegible] Nagpur - -	9,81,73,790	32,61,310	45,83,993	—	—
LII.	India Midland - -	8,78,06,437	21,95,537	42,59,814	—	—
XXXIX.	Rajp[illegible]ana-Malwa - -	14,72,89,588	1,55,23,849	70,73,069	84,50,780	16,90,156 (*e*)
XLI.	Sou[illegible]ern Mahratta - -	9,51,44,496	20,13,801	39,24,497	—	5,03,450 (*e*)
XLIII.	Southern Mahratta (Mysore Section).	1,47,60,293	4,71,334	8,38,525	—	1,19,089
XLIV.	South Indian - -	£ 5,692,557 Rs. †2,78,42,096	32,79,421	24,33,518	8,45,903	1,55,059
	Guaranteed Railways.	Rs.				
XXII.	Great Indian Peninsula -	27,91,09,112	1,62,42,786	1,31,54,992	60,80,662 – 29,90,496	30,40,331
XXIII.	Bombay, Baroda, and Central India.	9,77,45,855	1,00,70,974	45,99,547	54,71,427	27,35,713
XXIV.	Madras - - -	12,05,25,315	49,47,863	58,14,950	—	—

STATEMENT No. 31—*concluded.*

Serial Number.	Railways.	(*a*) Dividend earned by Company, including Guaranteed Interest.	Amount of Interest Charges to Government, Sterling Amounts being Converted at average Rate of Exchange for Official Year.	Charges for Land and Cost of Controlling Establishment for Guaranteed Railways.	Total actual Charges to Government for Interest, Surplus Profits, &c. 7 + 9 + 10.	Net result to Government. + Gain. − Loss.
		8.	9.	10.	11.	12.
	STATE LINES WORKED BY COMPANIES.	£ s. d.	Rs.	Rs.	Rs.	Rs.
I.	East Indian - - -	5 6 7	3,03,48,797 (*b*)	—	3,19,27,631 (*b*)	+44,98,775
II.	Bengal-Nagpur - -	4 0 0	49,74,717	—	49,74,717	−17,13,407
III.	Indian Midland - -	4 0 0	46,38,950	—	46,38,950	−24,43,413
XXXIX.	Rajputana-Malwa - -	(*c*)	58,77,844	—	75,68,000	+79,55,849
XLI.	Southern Mahratta - -	4 9 7	47,48,608	—	52,52,058	−32,38,257
XLIII.	Southern Mahratta (Mysore Section).		(*d*) 4,63,220	—	5,82,259	− 1,10,925
XLIV.	South Indian - -	3 17 1	43,18,363	—	44,73,362	−11,93,941
	GUARANTEED RAILWAYS.					
XXII.	Great Indian Peninsula -	5 16 9	2,20,78,165	1,51,800	2,52,70,296	−90,27,510
XXIII.	Bombay, Baroda, and Central India.	8 4 8	76,94,218	51,756	1,04,81,687	− 4,10,713
XXIV.	Madras - - - -	4 19 0	97,65,155	98,990	98,64,145	−49,16,282

* Includes Rs. 59,26,183, the cost of land taken up by the railway and paid for by Government.
† Includes Rs. 15,64,171, the cost of land taken up by the railway and paid for by Government.
(*a*) This column shows approximately the dividends earned by the companies and not those actually distributed.
(*b*) Includes £65,500 for redemption of capital.
(*c*) The profits were paid over to the Bombay, Baroda, and Central India Railway Company, and were distributed among the shareholders of that company, and are included in the dividend quoted against the Bombay, Baroda, and Central India Railway.
(*d*) Net charge for interest after deducting the amount of interest recoverable from the Mysore Darbar.
(*e*) Company receive one-fourth of the net revenue.
(*f*) The differences between the figures entered in this column and those given in Chapters VIII. and IX., Statements Nos. 24, 27, and 37, are due to adjustments on account of outstandings recovered during the year.
(*g*) Includes Rs. 39,067, surplus profits earned by the company for working the Tarkessur Railway.

CHAPTER IX.

DETAILS OF REVENUE EARNINGS AND EXPENDITURE.

Public Traffic.—The summary of principal commodities in Statement No. 32 on page 140 shows that the earnings from public traffic, tabulated under 32 heads, amounted in 1894 on the standard and metre gauge railways to Rs. 15,22,24,638. This, however, includes a sum of Rs. 1,26,24,700 on account of coal, railway plant, and rolling stock carried chiefly for foreign railways, which would for the most part contribute nothing to the profits if the lines were worked as one system. Excluding the above items, the balance (Rs. 13,95,99,938), is mainly accounted for under seven heads of country produce, viz., cotton (raw), cotton (manufactured), grain and pulse, jute, oil-seeds, salt, and sugar, the earnings from which amounted to Rs. 9,52,00,494, or about 68 per cent. of the whole, leaving Rs. 4,43,99,444 as the earnings under the remaining 23 heads.

2. *Grain and Seeds Traffic.*—In grain and seeds, the most important traffic on Indian railways, there was an increase, compared with the preceding year, of 831,329 tons, or 11·09 per cent., the actual figures being :—

	Tons.
1893	7,495,469
1894	8,326,798

3. *Wheat Traffic.*—In wheat alone the total traffic over the entire system of standard and metre gauge railways was as follows :—

	Tons.	Earnings. Rs.
1893	993,658*	1,19,97,407*
1894	1,152,219	1,31,15,921

The quantities of wheat carried by the important exporting railways during the past seven years were as follows† :—

Railways.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Great Indian Peninsula Railway	523,082	272,594	313,459	544,877	388,180	319,472	161,923
Bombay, Baroda, and Central India Railway	92,997	83,264	40,678	215,323	140,659	49,669	60,818
East Indian Railway	260,550	177,511	139,145	405,193	357,026	166,007	233,028
North-Western (State) Railway	298,602	422,870	438,507	716,152	344,958	385,531	543,580
Total	1,175,231	956,239	931,789	1,881,545	1,230,823	920,679	999,349

The exports of wheat from the three chief ports during the same period are given in the following table, which also shows the percentage of exports on the estimated out-turn of wheat in the financial year ending on the 31st March of the calendar year for which the export figures are given :—

	1888.	1889.	1890.	1891.	1892.	1893.	1894.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Bombay	489,823	310,565	281,821	661,186	483,075	256,324	75,891
Calcutta	149,446	78,900	67,223	220,207	180,151	54,349	13,580
Kurrachee	153,479	348,727	332,508	524,809	263,376	263,923	298,524
Total	792,748	738,192	681,552	1,406,202*	926,602	574,596	387,995
	1887–88.	1888–89.	1889–90.	1890–91.	1891–92.	1892–93.	1893–94.
Estimated out-turn of wheat in India during each previous financial year in tons	7,014,896	6,357,074	6,123,000	6,876,000	5,535,000	*7,193,000	6,923,000
Percentage of exports on out-turn	11·30	11·61	11·13	20·45	16·74	7·99	5·60

* Revised figures.

† In this table through bookings are credited both to home and foreign lines, and the totals will in some case therefore be greater than those shown for the traffic carried over the entire system of railways.

The figures for the out-turn are only estimates and are liable to considerable deviation from actuals. It will be observed that while there was a considerable increase in the amount of wheat carried on Indian railways in 1894, there was a considerable falling off in the amount of wheat exported, which shows that the movement in produce was due to the requirements of internal trade.

4. *Principal Features of Working.*—The following paragraphs show the principal features in the working of the standard and metre gauge railways during 1894 as compared with the previous year. Statements giving detailed statistics for these railways will be found on pages 140 to 163.

East Indian Railway System (Standard Gauge).

5. The mean mileage worked, including branch lines and lines worked over, was 1,858·38 miles against 1,818·60 miles in the previous year. The increase was due to the opening of the Jherria branch from Barakar (38·75 miles), and the extension of the Toposi branch. Both extensions were constructed with the object principally of giving access to collieries.

The gross earnings of the system increased from Rs. 5,12,77,086 to Rs. 5,43,33,171, or by Rs. 30,56,085, and the working expenses* by Rs. 26,83,439, The net earnings stood at Rs. 3,72,78,188 against Rs. 3,69,05,542† in the previous year. The number of passengers carried was 18,146,467 as compared with 17,207,485 or an increase of 938,982. The increase in earnings was Rs. 5,22,149. There was an increase under every class of passenger traffic, but principally in the lowest class owing to the recurrence of the Koombh Mela at Allahabad, and to the Kurukshetra Mela at Thánesar on the Delhi-Umbaila-Kalka line. The intermediate class showed its usual increase in popularity.

The tonnage of goods carried and the earnings therefrom were 6,137,571 tons and Rs. 3,53,55,879 respectively against 5,405,242 tons and Rs. 3,29,70,439 in the previous year. The large increase was principally in the cheaper food-grains carried to the central portion of the line, where there had been poor crops, and owing to the development of the coal trade.

The increase in working expenses was largely owing to renewals delayed in the previous year.

Bengal-Nágpur Railway (Standard Gauge).

6. The gross earnings increased from Rs. 64,17,751 in 1893 to Rs. 66,90,648 in 1894, but as the working expenses were Rs. 2,76,703 higher, the net earnings showed a decrease of Rs. 3,806, amounting to Rs. 32,58,414 against Rs. 32,62,220 in the previous year.

There were increases in all the sources of earnings excepting "Coaching" which showed a decrease of Rs. 13,235 as compared with the previous year when the traffic was abnormal. The earnings, however, increased from Rs. 11,11,283 in 1892 to Rs. 13,21,106 in 1894. The increase of Rs. 2,01,250 under "Goods Earnings" is said to have been due to development of traffic.

There was an increase both in number and earnings in the intermediate class traffic due to the provision of accommodation better suited to the requirements of the travelling public.

A large decrease occurred in the third-class traffic compared with the previous year when the Jaggunnath fair constituted a heavy traffic.

The total tonnage of goods lifted during the year was 1,207,414 tons with receipts amounting to Rs. 48,09,555 against 1,242,641 tons and Rs. 46,08,305 in 1893.

The noticeable increase under "General merchandise" occurred in the traffic in "grain and pulse," due principally to heavy despatches of wheat from the Katni branch and the Chhattisgarh district, and of rice from stations between Párághát and Sambulpur towards Baghelkhand, Saugor, and Dámoh *viâ* Katni where scarcity prevailed. There was also an increase in the despatches of grain and pulse from the Katni branch and stations between Nágpur and Biláspur.

The principal fluctuations in the working expenses were increases of Rs. 1,94,786 and Rs. 61,057 respectively under "Maintenance of way, works, and stations" and

---

* Including contribution to the Provident Fund.

† This is after crediting working expenses with Rs. 10,49,128, added to the net revenue account by a write-back to capital for Denham-Olpherts' sleepers put into the line between January 1880 and December 1892.

"Special and miscellaneous expenditure." The increase under the first head was mainly due to the re-laying of 8 miles of permanent-way on the Katni-Umaria section. The payment of exchange compensation allowances also caused some additional expenditure. The increase under the "Special and miscellaneous expenditure" was chiefly due to the inclusion of an abnormal item of Rs. 54,882 for *commission, and stamp duty on debentures* in the year's account.

INDIAN MIDLAND RAILWAY SYSTEM (STANDARD GAUGE).

7. The gross earnings increased from Rs. 50,52,450 in the previous year to Rs. 57,63,886 in 1894, or by Rs. 7,11,436, while the working expenses increased from Rs. 31,69,078 to Rs. 33,55,491, or by Rs. 1,86,413. The net earnings were therefore Rs. 5,25,023 higher.

There was a decrease of 35,004 in the number of passengers carried, but an increase of Rs. 4,457 in the receipts. The decrease was due to a heavy falling off in the third-class passenger traffic owing to distress in the surrounding districts and the impoverished state of the people. The increased receipts were due to the carriage of a larger number of troops, the movement of reliefs by the Kurrachee route having been discontinued.

The tonnage of goods carried rose from 558,698 tons to 665,552 tons, showing an increase of 106,854 tons; the goods earnings rose from Rs. 27,53,420 to Rs. 35,50,228, giving an increase of Rs. 7,96,808.

Of this Rs. 7,68,670 was in "General merchandise," the bulk of the increase being in the wheat traffic; the receipts from this source were more by Rs. 3,59,256, while in other food grains the increase amounted to Rs. 3,23,377. This traffic was quite exceptional and was due to the failure of the crops in certain districts in the Central Provinces and to a partial failure in Bhopal, Gwalior, and Bundelkhund. To meet the distress in these districts large quantities of grain were moved from other districts on the line where the crops had not suffered. Food stuff was also imported from the Punjab, where the harvest had been exceptionally good. There was practically no export traffic.

There was an increase of Rs. 2,32,475 under railway materials for foreign railways, due to the large consignments of permanent-way and bridge material carried for the Bína-Guna and Bhopal-Ujjain railways.

The increase in the working expenses was chiefly due to extraordinary renewals of permanent-way on the Sindia section and on the Bhopal State Railway, to increased train-mileage run, to heavy movements of coal to the different depôts, to increased cost of station and train staff consequent on the increased traffic, and also to exchange compensation allowances.

BEZWADA EXTENSION RAILWAY (STANDARD GAUGE).

8. The gross earnings amounted to Rs. 1,71,016 against Rs. 1,08,386 during the previous year. The working expenses were Rs. 99,745 as compared with Rs. 74,415 in the previous year, and the net earnings amounted to Rs. 71,271 against Rs. 33,972.

The number of passengers carried was 149,437 against 147,035 in the previous year; while the receipts therefrom were Rs. 26,785 against Rs. 26,499.

The total tonnage of goods carried was 181,870 tons as compared with 95,805 tons, and the receipts therefrom were Rs. 1,31,891 against Rs. 79,634.

NORTH-WESTERN (STATE) RAILWAY (STANDARD GAUGE).

9. The mean mileage of the North-Western (State) Railway and branches, including the Jammu-Kashmir Railway, Kashmir section, worked during 1894 was 2,451 miles against 2,44[illegible] miles in the previous year. These figures exclude the Hyderabad-Shadipalli and the Rájpura-Bhátinda railways.

The year under review was a prosperous one compared with 1893. The gross earnings increased from Rs. 2,92,68,732 to Rs. 3,23,14,097, or by Rs. 30,45,365, but as the working expenses increased by Rs. 17,827, the net earnings showed an improvement of Rs. 30,27,538, having risen from Rs. 97,97,643 to Rs. 1,28,25,181. These results are the best on record since 1886.

The increase in the number of passengers carried and in the earnings therefrom amounted to 1,045,010 and Rs. 3,02,334 respectively.

The tonnage of goods carried rose from 4,929,940 tons to 6,432,496 tons, and the earnings from Rs. 1,91,19,245 to Rs. 2,13,94,215.

The noticeable increases under "General merchandise" occurred chiefly under "Grains" and "Sugar," the increases in the quantity carried and in the earnings being 235,034 tons and Rs. 18,02,830, and 21,661 tons and Rs. 2,13,489 respectively. The increase in "Grains" was mainly due to better crops in the country and in "Sugar" to the bookings from Kurrachee to Amritsar, Lahore, Peshâwar, Mooltan, and Sukkur.

The working expenses include a sum of Rs. 10,81,403 for restoration of flood damages and Rs. 3,77,417 for strengthening weak girder bridges.

Through Booking to and from Europe.—The following statement compares the North-Western (State) Railway earnings from passenger and parcels traffic in connexion with the through booking arrangements to and from Europe during the years 1893 and 1894:—

	Previous Year.		1894.	
	No. or Weight.	Amount.	No. or Weight.	Amount.
FROM INDIA TO ENGLAND:		Rs.		Rs.
First-class passengers	140	7,973	132	7,108
Second-class „	25	663	32	866
Third-class „	2	14	3	32
Luggage	Tons 2·467	313	Tons 2·368	355
Parcels	„ 3·962	831	„ 5·079	999
Total	—	9,794	—	9,360
FROM ENGLAND TO INDIA:		Rs.		Rs.
First-class passengers	90	5,390	82	5,591
Second-class „	20	670	10	371
Third-class „	1	13	—	—
Luggage	Tons 10·093	1,508	Tons 5·734	972
Parcels	„ 0·608	134	„ 0·551	117
Dogs	1	3	2	8
Total	—	7,718		7,059

HYDERABAD-SHADIPALLI RAILWAY (STANDARD GAUGE).

10. The gross earnings amounted to Rs. 1,45,222 against Rs. 1,30,81[illegible] the working expenses to Rs. 1,09,160 against Rs. 1,14,345, resulting in an increase [illegible] Rs. 19,590 in the net earnings.

The number of passengers carried amounted to 328,299 and the earn[illegible]gs therefrom to Rs. 67,906 against 383,982 and Rs. 68,322 in the previous year.

The tonnage of goods lifted increased from 33,287 tons to 65,23[illegible]ons and the earnings from Rs. 57,875 to Rs. 72,511.

The line is worked by the North-Western (State) Railway at 45 pe[illegible]cent. on the gross receipts *plus* actual maintenance charges.

OUDH AND ROHILKHAND (STATE) RAILWAY (STANDARD GAUGE).

11. The mean mileage worked was 772·60 miles against 702·53 miles in the previous year, the increase being due to the opening of the Bareilly-Rámpur-Moradabad chord line in June.

The gross earnings during the year amounted to Rs. 1,05,18,836 against Rs. 87,15,927 in the previous year, giving an increase of Rs. 18,02,909. The working expenses increased by Rs. 10,83,823, and the net earnings showed an improvement of Rs. 7,19,086.

The gross earnings and net earnings are the highest on record, notwithstanding heavy floods in September, which caused a breach in the line near Sháhjahánpur, and for a time necessitated the diversion to foreign lines of a large portion of the goods traffic above Sháhjahánpur.

The increase in the number of passengers carried and in the earnings therefrom amounted to 408,076 and Rs. 24,801 respectively. This increase was due chiefly to the opening of the Bareilly-Rámpur-Moradabad chord line. The comparatively small improvement in the earnings is due to the short average distances travelled.

The tonnage of goods carried rose from 1,406,464 tons to 1,697,880 tons, and the earnings from Rs. 44,53,396 to Rs. 63,49,657. The noticeable increases under "General merchandise" occurred chiefly in "Grains and pulse" and "Sugar." The heavy import of wheat and gram, &c. from the Punjab, owing to a bad harvest in the North-Western Provinces and Oudh, accounts to a large extent for the increase under the former head; the increase under the latter head occurred entirely in the first half of the year, and consisted mostly of undrained sugar carried locally over the line and in through booking to stations on the Bombay, Baroda, and Central India Railway. In the second half of the year the sugar traffic fell off considerably owing to the late and heavy rains and consequent partial failure of the crops.

The principal increases in the working expenses were Rs. 3,62,801 under "Maintenance of way, works, and stations," Rs. 2,29,019 under "Locomotive expenses," and Rs. 2,74,730 under "Carriage and waggon expenses."

These increases were principally due to the increased cost of renewals of permanent-way and to the special expenditure incurred in repairing flood damages; to the extra train services on the Lucknow-Rae Bareli and Bareilly-Rámpur-Morádabad sections, and to heavy renewals of goods vehicles.

EASTERN BENGAL (STATE) RAILWAY SYSTEM (STANDARD, METRE, AND SPECIAL GAUGES).

12. There was an increase of 33·34 miles in the mean mileage worked during 1894, due chiefly to the fact that the Barsoi-Kissengunge line, 35·54 miles, was open for a very short period only during 1893.

The gross earnings, excluding the Bengal Central Railway, increased from Rs. 1,20,51,147 in 1893 to Rs. 1,40,15,726, or by Rs. 19,64,579, and, as the working expenses were more by Rs. 2,46,158 only, the net earnings showed an improvement of Rs. 17,18,421, having risen from Rs. 66,35,138 to Rs. 83,53,559.

The increase in the number of passengers carried and in the earnings therefrom amounted to 747,547 and Rs. 4,67,180 respectively. This improvement is attributed to a development of traffic on the opening of the Bengal Dooars and Cooch Behar railways, and to the large number of pilgrims who travelled during the year on the occasion of the lunar and solar eclipses.

The tonnage of goods carried rose from 1,797,121 tons to 2,048,115 tons, and the earnings from Rs. 6[illegible]0,371 to Rs. 79,87,863.

The noticeable increases under "General merchandise" occurred in the traffic in grain and pu[illegible]jute, metals, salt, spices, sugar, and tea.

The princ[illegible]fluctuations in the working expenses were an increase of Rs. 47,373 under "Carr[illegible] and waggon expenses," of Rs. 79,016 under "Traffic expenses," and of Rs. 1,46,511 [illegible]der "Special and miscellaneous expenses," and a decrease of Rs. 60,018 under "Main[illegible]nance of way, works, and stations." The increases were mainly due to the renewals of 3[illegible] third-class carriages, to a larger amount of handling charges paid during 1894, to a w[illegible]e-back of Rs. 61,828 in the first half of 1893, on account of freight on coal charged [illegible]y the East Indian Railway, from January 1889 to March 1893, and to the payment [illegible]f a sum of Rs. 3,982 in the second half of 1894 on account of hire of vehicles fro[illegible]the East Indian Railway.

The decr[illegible]se under "Maintenance of way, works, and stations" was due to a greater retu[illegible] of permanent-way materials to stock, and to less repairs of bridges and stations and buildings.

The offices of the Calcutta district traffic superintendent, and of the Chitpore goods superintendent, were amalgamated with that of the traffic superintendent from 1st July 1894 and 15th September 1894 respectively. Some reduction of expenditure was effected by this.

Through-booking of goods and passengers with the Cooch Behar Railway was introduced on the 15th April 1894. Through-booking of coaching traffic (other than passengers) was introduced with the Bengal Dooars Railway from the 1st June 1894. Through-booking of coaching traffic was also introduced during the year to and from the River Steam Navigation Company's Assam steamer stations from and to certain stations on this railway *viâ* Goalundo.

Bengal Central Railway (Standard Gauge).

13. The gross earnings for the year amounted to Rs. 8,20,179 against Rs. 7,83,529 in the previous year.

The total number of passengers of all classes carried was 1,663,537, against 1,621,768 in the previous year, showing an increase of 41,769, with an increase in the earnings from that source of Rs. 12,588.

Total coaching earnings were Rs. 5,75,485 or Rs. 14,229 more than in the previous year.

The tonnage of goods carried amounted to 113,856 tons, showing an increase of 340 tons, while the earnings were Rs. 2,34,814 against Rs. 2,13,664 in the previous year, an increase of Rs. 21,150.

Calcutta Port Commissioners' Railway (Standard Gauge).

14. The gross earnings exceeded those of the previous year by Rs. 19,986. The working expenses were, however, less by Rs. 1,542, and the net earnings consequently increased from Rs. 1,16,527 to Rs. 1,38,055, or by Rs. 21,528.

The sources of income were goods and sundries. The principal variations in the working expenses were decreases of Rs. 7,755, Rs. 2,928, and Rs. 581 under "Maintenance of way, works, and stations," "Carriage and waggon expenses," and "General charges," respectively. There were also increases of Rs. 1,875, Rs. 4,913, and Rs. 2,934 under "Locomotive expenses," "Traffic expenses," and "Special and miscellaneous expenditure," respectively.

East Coast (State) Railway (Standard Gauge).

15. There was an increase of 130·12 miles in the mean mileage worked during 1894, due principally to the opening of the sections Vizianagram to Parlakemedi and Parlakemedi to Palasa (for goods traffic) from 20th July and 17th December 1894 respectively.

The gross earnings increased from Rs. 4,98,659 in 1893 to Rs. 14,80,678, or by Rs. 9,82,019. This increase was due not only to the increased open mileage and development of traffic, but also to the fact that in 1893 the section Godavari (North bank) to Vizianagram was opened for traffic for 5½ months only.

The increase in the number of passengers carried and in the earnings therefrom amounted to 1,185,987½ and Rs. 4,97,423 respectively, due in a measure to the change in mileage fares of third-class passengers from 1st January 1894. Besides the old third-class rate of 1½ pies per mile (now called 4th or cooly class) a rate of 2 pies per mile for third-class has been added. The tonnage of goods carried from 74,875 tons to 343,087 tons, and the earnings from Rs. 1,28,827 to Rs. 4,68,

The noticeable increases under "General merchandise" occurred in traffic in oil seeds and grain and pulse, the increase in the quantity carried and the earnings being 30,283 tons and Rs. 52,395 and 26,208 tons and Rs. 52,254 respectively. The large increase in oil seeds was due to large shipments of castor seed to Calcutta *viâ* Coconada, and the increase in grains (rice husked and unhusked) was due to the special reduced rates offered to compete with canal traffic.

The traffic in sugar also contributed an increase of 19,391 tons and Rs. 14,866, due to the carriage of jaggery from Anakapalli to Coconada and Vizagapatam for shipment.

The working expenses, more by Rs. 9,84,830, were due to the expenses of the Godavari North Vizianagram section having been charged for the whole of 1894 as against 5½ months only in 1893, while the section south of the Godavari was worked by the Nizam's Guaranteed State Railway Company for about 10 months of the same year.

GREAT INDIAN PENINSULA RAILWAY SYSTEM (STANDARD GAUGE).

16. The gross earnings fell from Rs. 3,88,13,741 to Rs. 3,62,74,296, or by Rs. 25,39,445; and as the working expenses* were less by Rs. 8,09,355, the net earnings, which amounted to Rs. 1,67,91,744, showed a decrease of Rs. 17,30,088 as compared with those of the previous year.

The number of passengers carried increased by 488,480, and the earnings by Rs. 1,01,346. The increase in the number of third-class passengers alone was 414,317, but the increase in earnings from that class amounted to Rs. 3,648 only, due to the average distance travelled having been 39·41 miles against 40·55 miles in the previous year. A considerable decrease is stated to have taken place in earnings from this class of passengers owing to a falling off in the attendance at the Pandharpur fair. There was an increase of Rs. 97,698 in the earnings from first and second-class passengers, said to have been principally due to the arrival and departure of extra troopships.

The goods traffic of the year was very unsatisfactory, and resulted in a decrease of 126,267 in the tonnage carried and of Rs. 26,64,896 in earnings. The earnings from the carriage of grain and pulse fell off by Rs. 28,85,489, owing principally to the failure of supplies of wheat, and to less demand for export owing to the low prices prevailing in the European markets. The traffic in dyes and tans, however, showed an improvement of Rs. 2,67,296.

The decrease in the working expenses is explained to have been principally due to the train-mileage run having been less by 720,262 miles, to smaller ballasting operations, and to savings in loss by exchange in consequence of heavy withdrawals in India during the first-half of the year. The expenditure of the year would have exhibited a much larger decrease but for the charges on account of exchange compensation allowances and the extraordinary outlay in connexion with slips last monsoon on the Thal Ghat and the Mussak bridge.

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY (STANDARD GAUGE).

17. The gross earnings increased from Rs. 1,50,96,045 to Rs. 1,59,48,484, or by Rs. 8,52,439; and as the working expenses† were more by Rs. 3,59,508, the net earnings showed an improvement of Rs. 4,92,931, having risen from Rs. 95,78,043 to Rs. 1,00,70,974.

The increase in the number of passengers carried and the earnings therefrom amounted to 569,270 and Rs. 51,839 respectively, due, it is explained, to development of the passenger traffic. The large increase in numbers carried with the comparatively small increase in earnings was due to the average distance travelled by passengers having been greater in the previous year.

The tonnage of goods carried was more by 79,259 tons and the earnings by Rs. 6,90,275, attributable in a great measure to the opening through of the Godhra-Rutlam Railway. The improvement was chiefly in grain and pulse, Rs. 1,73,640; oil-seed, Rs. 2,49,830; and sugar, Rs. 1,36,592. The earnings from the carriage of raw cotton, however, fell off by Rs. 1,40,015.

The principal fluctuations in working expenses were increases of Rs. 93,674 and Rs. 3,14,986 under "Maintenance of way, works, and stations," and "Locomotive expenses," respectively, and a decrease of Rs. 79,734 under "Carriage and waggon expenses." The increase in the first head is said to have been due partly to heavy expenditure on reconstruction of the Dhadhar bridge and repairs to monsoon damages, and partly to the large credits in 1893 on account of sale of rails to the Godhra-Rutlam Railway, while that under "Locomotive expenses" is chiefly accounted for by the larger consumption of coal in 1894, owing to increased mileage run, and by a rise in the average price of coal. The renewal of three locomotive boilers and five engines in 1894 against two boilers and two engines in 1893 has also contributed towards the increase. The decrease in the "Carriage and waggon expenses" is stated to have been chiefly due to alterations of buffers of vehicles and to the renewal of 50 steel-covered waggons in 1893.

In March 1894, the train service over the Anand-Godhra section was revised on the opening of the section of the Godhra-Rutlam Railway from Limkhéra to Dóhad. Some slight alterations were also effected in the local suburban service between Colaba

* Including contribution to the Provident Fund and expenditure incurred direct by the State on leased lines, but excluding rent paid for the lease of these lines.

† Including contribution to the Provident Fund.

and Andheri. Again, on the opening through of the Godhra-Rutlam Railway, in October, a further revision of the time-bill was effected, the through passenger and goods services, as also the local suburban service, having been slightly altered.

Madras Railway (Standard Gauge).

18. On the 1st June the Kolar Gold-fields State Railway was opened for traffic and has since been worked by the Madras Railway Company for the same percentage of the gross receipts as the total working expenses bear to the total earnings of both railways, the Madras Railway receiving in addition 5 per cent. of the gross receipts for the use of their rolling-stock.

The gross earnings of the year, including Rs. 71,983 on account of the Kolar Gold-fields Railway, were less than in the previous year by Rs. 1,12,041; the working expenses showed an increase of Rs. 3,32,565. The net earnings decreased by Rs. 4,44,606, having fallen from Rs. 54,21,742 to Rs. 49,77,136.

The number of passengers carried amounted to 10,454,049, the highest number on record since the opening of the line, representing gross receipts of Rs. 35,71,520. The traffic over the Kolar Gold-fields Railway amounted to 293,986½ passengers and Rs. 18,246.

The tonnage of goods fell from 1,158,134 tons to 1,141,644 tons, and the earnings from Rs. 63,03,468 to Rs. 60,41,172, although 63,871 tons and Rs. 56,040, due to the Kolar Gold-fields Railway, were included in the figures. The decrease was due to a falling off in the grain traffic.

The increase in the working expenses was chiefly due to the issue of a large quantity of permanent-way materials for re-laying during the year, and to loss by exchange charged on this account. The increased cost of repairs and renewals of vehicles and the adjustment of rent on account of the Guntakal joint station, which had been under-estimated since 1887, also contributed to the increase.

Nizam's Guaranteed State Railway System (Standard Gauge).

19. The re-transfer of the working of the Bezwada-Godavari section, 91·02 miles, to the East Coast State Railway, and also of the length up to the distant signal on the Nizam's Guaranteed State Railway side of the Bezwada station reduced the open mileage of the railway to 352·90* miles.

The gross earnings increased from Rs. 28,60,069 to Rs. 32,56,885, but as the working expenses† were more by Rs. 1,73,941, the net earnings showed an improvement of Rs. 2,22,875.

The passengers carried were 78,111 more in number, and the earnings increased by Rs. 16,002. The tonnage of goods also increased by 48,601 tons, and the earnings therefrom by Rs. 4,17,453.

The Gaekwar's Petlad Railway (Standard Gauge).

20. The gross earnings rose from Rs. 63,953 to Rs. 69,668, or by Rs. 5,715; and as the working expenses were more by Rs. 2,305 only, the net earnings showed an increase of Rs. 3,410.

The increase in the number of passengers and in the earnings therefrom amounted to 25,717 and Rs. 4,273 respectively.

There was a decrease of 574 tons in the tonnage of goods carried, but the earnings showed an increase of Rs. 1,495, due to the average sum received and the average distance over which goods were hauled having been greater than in the previous year.

The increase in the working expenses was due to the increase in the varying percentage of expenses to gross earnings at which the line is worked by the Bombay, Baroda, and Central India Railway Company.

Rajpura-Bhatinda Railway (Standard Gauge).

21. The gross earnings amounted to Rs. 12,59,032 against Rs. 6,8[illegible]47, and the working expenses to Rs. 6,92,468 against Rs. 3,76,391, resulting in an increase in the

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* Including 2¼ miles of the Trimulgherry troop siding, which is not used for ordinary traffic.

† Including contribution to the Provident Fund and expenditure incurred direct by the State on leased lines, but excluding rent paid for the lease of these lines.

net earnings of Rs. 2,58,608. The earnings were the highest ever attained since the opening of this line.

The increase in the number of passengers carried and in the earnings therefrom amounted to 92,104 and Rs. 3,877 respectively.

The tonnage of goods carried rose from 166,269 tons to 343,874 tons, and the earnings from Rs. 3,49,138 to Rs. 9,14,483. The increase was due chiefly to the traffic in grain and pulse, oil-seeds and sugar having been abnormally heavy during the year.

The line is worked by the North-Western (State) Railway at a fixed percentage on the gross earnings.

Bengal and North-Western Railway System (Metre Gauge).

22. The gross earnings of the line increased from Rs. 52,95,375 to Rs. 55,59,547, or by Rs. 2,64,172, and the working expenses from Rs. 22,87,448 to Rs. 23,23,359, or by Rs. 35,911. The net earnings showed an improvement of Rs. 2,28,261, having risen from Rs. 30,07,927 to Rs. 32,36,188.

The increase in the number of passengers carried and the earnings therefrom amounted to 427,641 and Rs. 1,56,780 respectively, and is attributed to general development of traffic.

The tonnage of goods carried increased from 693,809 tons to 755,315 tons, and the earnings from Rs. 25,86,872 to Rs. 26,87,731. The increases occurred principally under "General merchandise," due to increased traffic in food grains for local consumption, and in coal, tobacco, sugar, oil, and indigo seed.

The export seed traffic, especially in rape and poppy, seriously declined owing to bad crops. The wheat traffic also diminished considerably on this railway owing to there being no demand for export.

The temporary bridge over the Gogra at Bahram Ghât gave a good impetus to the sugar and tobacco traffic.

The increase in the working expenses was due chiefly to heavy repairs to locomotives, to the rise in the price of coal, and to compensation allowances.

Rajputana-Malwa Railway (Metre Gauge) including the Godhra-Rutlam Railway (Standard Gauge.)

23. The metre-gauge mileage open and worked during the year was the same as in 1893, viz., 1,674·02 miles. The standard-gauge section was opened for public traffic:—Godhra to Limkhérá, 25 miles, on the 16th January 1893; Limkhérá to Dóhad, 20 miles, on the 7th March 1894; and Dóhad to Rutlam, 70·50 miles, on the 22nd October 1894, the mean mileage worked during the year having been 55·15 miles. The aggregate mean mileage of the two sections worked was 1,729·17 miles.

The gross earnings increased from Rs. 2,26,33,265 to Rs. 2,51,44,200, or by Rs. 25,10,935; the working expenses were more by Rs. 3,02,752, and the net earnings showed an improvement of Rs. 22,08,183, having risen from Rs. 1,33,25,640 to Rs. 1,55,33,823.

The increase in the number of passengers carried and in the earnings therefrom amounted to 471,205 and Rs. 2,85,959 respectively; this improvement is ascribed partly to the opening of the Godhra-Rutlam Railway, and partly to general development of passenger traffic.

The tonnage of goods carried rose from 1,877,465 tons to 2,096,852 tons, and the earnings from Rs. 1,56,25,555 to Rs. 1,77,44,520. The noticeable increases under "General merchandise" occurred in the traffic in cotton (raw), grain and pulse, oil-seeds, and sugar. The increase in grain and oil-seeds is said to have been due to increased export, while that in raw cotton and sugar was due to ordinary development.

The increase in the working expenses is stated to have been chiefly due to the payment of exchange compensation allowances, to the opening of the Godhra-Rutlam Railway, and to increase of traffic.

The North Western (State), the East Indian and the Indian Midland railways having altered their main services, with effect from the 1st October 1894, it was necessary to correspondingly alter the timings of the main and branch line trains on the Rajputana-Malwa Railway so as to preserve the necessary connexion at junction stations.

On the opening through of the Godhra-Rutlam Railway from the 22nd October 1894, the train service on the Malway section was altered so as to provide suitable connexions at Rutlam with the Anand-Rutlam section train service.

In consequence of the North Western (State) Railway having revised their train service, with effect from 1st January 1895, the timings of the Rajputana-Malwa Railway main line trains had to be slightly altered to suit the public convenience and to maintain connexion at Ferozepur, Bhátinda, and Rewári.

Pálanpur-Deesa Railway (Metre Gauge).

24. The mean mileage worked during the year was 17·28 miles against 2·56 miles worked during the previous year, the increase being due to the line having been opened for traffic on the 8th November 1893.

The gross earnings amounted to Rs. 37,544, the working expenses to Rs. 14,399, and the net earnings to Rs. 23,145. The line is worked by the Bombay, Baroda, and Central India Railway Company at the same percentage of the gross earnings as prevails on the Rajputana-Malwa Railway.

Southern Mahratta Railway System (Metre Gauge).

25. The mean mileage worked during the year was 1,556·24 miles against 1,512·29 miles worked in the previous year. The increase was due to a portion of the Guntakal-Mysore Frontier Railway and the Dodballapur-Mysore frontier section of the Yesvantpur-Mysore Frontier Railway, which were opened during 1893, having been worked throughout the year under review.

The gross earnings increased from Rs. 78,20,038 to Rs. 79,87,447, or by Rs. 1,67,409; but as the working expenses were more by Rs. 5,83,194 the net earnings fell off by Rs. 4,15,785.

The increase in the number of passengers carried and in the earnings therefrom amounted to 820,549 and Rs. 1,20,219 respectively. This improvement is attributed chiefly to the increase in the mean mileage worked and to the establishment of through communication between Guntakal and Bangalore and with the East Coast (State) and the Nizam's Guaranteed State Railways *viâ* Bezwada.

In the goods traffic there was an increase of 1,480 tons, but the earnings were less by Rs. 26,712, the average sum received for carrying a ton of goods having been less than in the previous year.

Under "General merchandise" the traffic in grain and pulse showed a decrease of 101,642 tons and of Rs. 4,72,707, due to a falling off in the bookings of wheat to Bombay *viâ* Mormugao and other food grains *viâ* Bangalore, chiefly from stations on the Mysore section.

The increase in the working expenses occurred chiefly under "Maintenance of way, works, and stations," Rs. 2,73,069; "Locomotive expenses," Rs. 1,02,856; "Carriage and waggon expenses," Rs. 77,922; "Traffic expenses," Rs. 80,662; and "General charges," Rs. 40,128.

South Indian, including the Pondicherry Railway (Metre Gauge).

26. The gross earnings amounted to Rs. 80,74,517 as compared with Rs. 81,10,429 in 1893, but as the working expenses during the year were less by Rs. 1,93,420, the net earnings showed an increase of Rs. 1,57,508.

There was an improvement under "Coaching" of 1,004,463 in the number of passengers carried and of Rs. 1,38,376 in earnings, due principally to the favourable season in the latter part of the year, bringing a larger number of people to the religious festivals held at various places along the line.

The tonnage of goods carried decreased by 5,191 tons and the earnings by Rs. 1,24,099, the main decrease being due to a falling off in the quantity of grain and pulse carried to the southern districts in consequence of the crops in these districts having been good.

The decrease in the working expenses was chiefly due to the shorter length of line renewed with 50 lb. permanent-way material and to the locomotive expenses of 1893 having included the value of two locomotives to replace condemned ones.

Máyavaram-Mutupet Railway (Metre Gauge).

27. The line was opened for traffic on the 2nd April 1894 and is worked by the South Indian Railway Company. The mean mileage open during the year was 40·53.

The gross earnings from the date of opening to 31st December 1894, amounted to Rs. 1,63,460, the working expenses were Rs. 1,00,518, and the net earnings Rs. 62,942.

Burma (State) Railway System (Metre Gauge).

28. The mean mileage worked during the year was 732·48 miles, or 7·15 miles more than in the previous year. The increase was due to the opening on the 1st November of an extension of 15¾ miles from Wuntho to Nankan.

The gross earnings decreased from Rs. 67,22,507 to Rs. 62,87,354 or by Rs. 4,35,153; but as there was a decrease of Rs. 5,15,989 in the working expenses the net earnings increased from Rs. 22,42,492 to Rs. 23,23,328, or by Rs. 80,836.

The number of passengers carried decreased from 6,607,189 to 6,545,319, and the earnings from Rs. 35,61,614 to Rs. 31,43,511. This decline is said to have been due to the continued stagnation of trade throughout the province, chiefly occasioned by the rice millers' combination in Rangoon. Being unable to secure remunerative prices for their produce, the agricultural classes were forced to deny themselves the luxury of travelling by railway for pleasure.

The tonnage of goods lifted during the year was 797,283 tons, and the receipts therefrom Rs. 28,13,488. There was thus a falling off of 41,241 tons and of Rs. 21,615 as compared with the figures of the previous year. These results also were the outcome of the continued depression of trade in the province.

The principal increase in the goods traffic during the year occurred under "Railway materials for construction," "Coal and coke for Revenue only," and "Revenue stores other than coal and coke,"

There was a falling off in the earnings under "Military stores," due to fewer movements of troops.

Under working expenses there was a decrease of Rs. 5,15,989 as compared with the previous year, chiefly under "Maintenance of way, works, and stations."

Deoghur Railway (Metre Gauge).

29. The gross earnings decreased from Rs. 37,809 in 1893 to Rs. 29,425 or by Rs. 8,384; while the working expenses increased by Rs. 1,060, so that the net earnings showed a decrease of Rs. 9,444.

The decrease in the number of passengers carried, and the earnings therefrom amounted to 82,016 and Rs. 8,864, respectively; this decrease was due to the revenue earned in 1893, having been abnormally high in consequence of a larger number of pilgrims having visited the shrine at Baidyanath during that year.

The tonnage of goods carried rose from 9,359 tons to 11,643 tons, and earnings from Rs. 3,023 to Rs. 3,407.

The principal fluctuations in the working expenses were increases of Rs. 716, Rs. 572, Rs. 1,402, and Rs. 122 under "Maintenance of way, works, and stations," "Traffic expenses," "Carriage and waggon expenses," and "General charges," respectively, and a decrease of Rs. 1,668 under "Locomotive expenses."

Rohilkund and Kumaon Railway System (Metre Gauge).

30. There was an increase of 15·70 miles in the mean mileage worked due principally to the length of line between Bareilly Junction and Bhojeepura, 12 miles worked over by the Rohilkund and Kumaon Railway, not having been added to the figures in the previous year.

The gross earnings increased from Rs. 11,54,786 to Rs. 14,31,583, or by Rs. 2,76,797; the working expenses were more by Rs. 1,21,024 and the net earnings showed an improvement of Rs. 1,55,773, having risen from Rs. 4,56,721, to Rs. 6,12,494.

The increase in the number of passengers carried, and the earnings therefrom amounted to 2,163 and Rs. 3,444, respectively. This improvement is ascribed to development of the passenger traffic.

The tonnage of goods carried rose from 283,844 tons to 352,402 tons, and the earnings from Rs. 4,88,684 to Rs. 7,54,782.

The principal fluctuations under "General, merchandise," were increases of 18,749 tons, and Rs. 1,01,492 under "Grain and pulse," of 36,957 tons, and Rs. 41,078 under "Stone and lime," of 7,305 tons, and Rs. 24,738 under "Timber," of 23,320 tons, and Rs. 71,905 under "Sugar," and a decrease of 6,412 tons, and Rs. 19,359 under "Oil-seeds."

During the year 30,895 tons of goods traffic from the Oudh and Rohilkhand (State) Railway to and from the Punjab were specially diverted and carried *viâ* the Lucknow-Bareilly Railway in consequence of a break on the former line near Sháhjehanpur. The Lucknow-Bareilly Railway share of earnings from this traffic amounted to Rs. 1,23,525.

The increase in the working expenses was partly due to increased expenditure under maintenance and renewal of permanent-way and repairs of bridges, arising from the renewal of sleepers on the Lucknow-Bareilly Railway, and from expenditure incurred on the Sardah bridge approaches and the Sardah pile bridge; and partly also due to the grant of exchange compensation allowances; to increased train service on account of diverted traffic and to the opening out of the Sonaripur extension and the Bareilly grain siding.

Dibru-Sadiya Railway (Metre Gauge).

31. The gross earnings increased from Rs. 5,12,098 to Rs. 5,31,645, or by Rs. 19,547, and as the working expenses decreased from Rs. 3,59,126 to Rs. 3,35,913, or by Rs. 23,213, the net earnings showed an improvement of Rs. 42,760, having risen from Rs. 1,52,972 to Rs. 1,95,732.

The number of passengers carried was 173,494, against 147,041 in 1893, and the earnings therefrom Rs. 89,539, against Rs. 78,801. The net increase in number, 26,453, and in earnings, Rs. 10,738, was to some extent due to the "Abor Expedition," but mainly to general development of the passenger traffic.

The tonnage of goods carried decreased from 205,193 tons to 202,986 tons, while the earnings increased from Rs. 3,89,772 to Rs. 4,01,828.

The decrease in the working expenses was due mainly to reduction of establishment, to less use of printing and stationery materials, and smaller handling charges at the Ghât. There was, however, an increase of Rs. 8,224 under "Carriage and waggon expenses," due to heavy repairs to vehicles.

The Gaekwar's Mehsána Railway (Metre Gauge).

32. The gross earnings increased from Rs. 3,36,860 to Rs. 3,79,972, or by Rs. 43,112; and as the working expenses were more by Rs. 4,977 only, the net earnings showed an improvement of Rs. 38,137, having risen from Rs. 1,98,250 to Rs. 2,36,387.

The increase in the number of passengers carried and in the earnings therefrom amounted to Rs. 49,083 and Rs. 11,066 respectively. This improvement is attributed to a general development of traffic.

The tonnage of goods carried rose from 133,042 tons to 162,979 tons and the earnings from Rs. 1,84,607 to Rs. 2,14,766.

The increase in the working expenses was due to the increase in the varying percentage of expenses to gross earnings at which the line is worked by the Bombay, Baroda, and Central India Railway Company.

In compliance with the representations of the residents of Patan and the Minister of the Baroda State, two additional trains (one up and one down) were introduced on His Highness the Gaekwar's Mehsána-Patan section with effect from the 1st June 1894.

Jodhpore-Bickaneer Railway (Metre Gauge)

33. The gross receipts increased by Rs. 2,49,391 on the Jodhpore Railway, chiefly on account of salt traffic from Pachpadra, and by Rs. 13,548 on the Bickaneer Railway. The working expenses increased by Rs. 13,913 on the Jodhpore Railway, and decreased by Rs. 1,164 on the Bickaneer Railway.

There was an increase of 94,051 in number of passengers carried on the Jodhpore Railway, and of 11,903 on the Bickaneer Railway.

There was, however, a decrease of 4,681 tons in goods traffic on the Jodhpore Railway, while on the Bickaneer Railway the goods traffic increased by 1,332 tons.

Bhávnagar-Gondal-Junágarh-Porbandar Railway System (Metre Gauge).

34. The mean mileage worked during the year was 380·21 miles against 366·99 miles worked during the previous year; the increase being principally due to the Jetalsar-

Rajkot Railway, 46¼ miles, which was opened for public traffic on the 12th April 1893, having been worked throughout the year under review as against a portion only of the previous year.

The gross earnings decreased from Rs. 21,32,935 to Rs. 19,95,843, or by Rs. 1,37,092; and as the working expenses were less by Rs. 49,975, the decrease in net earnings amounted to Rs. 87,117, having fallen from Rs. 9,39,604 to Rs. 8,52,487.

As complete statistics were not maintained for the Jetalsar-Rajkot Railway in the first half of 1893, a further detailed comparison of the revenue transaction of this railway system is not practicable.

STATEMENT No. 32.

SUMMARY of the PRINCIPAL COMMODITIES carried, and the EARNINGS therefrom, on the STANDARD and METRE GAUGE Railways during the Year 1894, as compared with the previous Year (details given in Appendix I.).

Classification Number.	Description of Commodity.	Quantity.		Earnings.		Quantity.		Earnings.	
		Previous Year.	1894.	Previous Year.	1894.	Increase.	Decrease.	Increase.	Decrease.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Coal and coke carried for the public and foreign railways.	3,374,409	3,803,666	97,40,896	1,08,59,423	429,257	—	11,18,527	—
II.	Cotton, raw	580,959	578,847	86,26,869	87,40,478	—	2,112	1,13,609	—
III.	Cotton, manufactured	417,536	429,006	78,96,108	79,57,506	11,470	—	61,398	—
IV.	Drugs and chemicals	56,748	67,500	7,87,935	9,61,964	10,752	—	1,74,029	—
V.	Dyes and tans	184,096	231,036	21,38,152	26,64,593	46,940	—	5,26,441	—
VI.	Grain and pulse	5,153,922	5,994,364	3,32,03,498	3,75,02,353	840,442	—	42,98,855	—
VII.	Hides and skins	140,607	160,777	16,99,110	19,24,421	20,170	—	2,25,311	—
VIII.	Horns	8,592	9,919	81,534	87,981	1,327	—	6,447	—
IX.	Jute	580,688	728,215	50,46,240	60,53,492	147,527	—	10,07,252	—
X.	Lac	24,602	30,156	2,77,216	3,52,540	5,554	—	75,324	—
XI.	Leather, manufactured	10,917	12,584	2,10,967	2,30,849	1,667	—	19,882	—
XII.	Liquors	72,425	78,569	8,75,556	9,09,726	6,144	—	34,170	—
XIII.	Metals	373,859	359,119	45,46,336	43,14,513	—	14,740	—	2,31,823
XIV.	Oils	360,227	352,575	29,93,175	29,59,361	—	7,652	—	33,814
XV.	Oil-seeds	2,841,547	2,832,434	1,85,30,357	1,81,31,090	—	9,113	—	3,99,267
XVI.	Opium	16,798	17,071	4,84,568	4,59,540	273	—	24,972	—
XVII.	Paper and paste-board	20,278	22,931	3,23,809	3,48,920	2,653	—	25,111	—
XVIII.	Provisions	561,553	608,343	57,02,222	58,56,595	46,790	—	1,54,373	—
XIX.	Railway plant and rolling-stock carried for the public and foreign railways.	257,445	300,079	12,58,698	17,65,277	42,634	—	5,06,579	—
XX.	Salt	1,367,444	1,443,064	82,97,850	86,79,552	75,620	—	3,81,702	—
XXI.	Saltpetre, &c.	66,793	82,750	5,40,188	6,56,602	15,957	—	1,16,414	—
XXII.	Silk, raw	3,446	3,023	75,576	64,133	—	423	—	11,443
XXIII.	Silk, piece-goods	784	859	22,222	26,411	75	—	4,189	—
XXIV.	Spices	178,395	223,041	20,01,657	25,18,485	44,[illegible]	—	5,16,828	—
XXV.	Stone and lime	594,021	694,929	15,10,466	16,40,182	100,908	—	1,29,716	—
XXVI.	Sugar	1,037,162	1,220,189	76,02,346	81,36,023	183,027	—	5,33,677	—
XXVII.	Tea	51,182	58,892	9,26,624	10,33,875	7,710	—	1,07,251	—
XXVIII.	Timber	555,150	663,687	22,60,360	25,43,807	108,537	—	2,83,447	—
XXIX.	Tobacco	186,410	187,177	17,41,264	17,17,603	767	—	—	23,661
XXX.	Wool, raw	30,845	38,483	7,94,808	9,67,259	7,638	—	1,72,451	—
XXXI.	Wool manufactured	8,484	9,718	1,75,766	2,01,209	1,234	—	25,443	—
XXXII.	All other articles of merchandise.	1,681,938	1,746,647	1,16,88,183	1,19,58,875	64,709	—	2,70,692	—
	Total	20,299,257	22,489,650	14,20,10,556	15,22,24,638	2,190,393	—	1,02,14,082	—

STATEMENT No. 33.

MILEAGE of RAILWAYS open for TRAFFIC on the 31st December 1894, and the MEAN MILEAGE worked during the Year.

Serial Number.	Railway.	Mileage open (Home Line only). Laid with Two or more Tracks.	Laid with Single Track.	Total.	Total Length of Sidings.	Total Length of Single Track, including Sidings.	Mean Mileage worked, including Foreign Lines worked over.
	STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	STATE LINES WORKED BY COMPANIES.						
I.	East Indian - - -	474·24	1,189·87	1,664·11	428·40	2,566·75	(*a*) 1,674·75
II.	Bengal-Nágpur - - -	—	860·88	860·88	97·96	958·84	862·33
III.	Indian Midland - - -	—	677·35	677·35	85·49	762·84	(*b*) 753·78
IV.	Bhopal Itársi (British section) -	—	13·11	13·11	3·01	16·12	(*c*) (13·11)
V.	Godhra-Rutlam - -	—	115·50	115·50	13·03	128·53	55·15
VI.	Wardha Coal - - -	—	44·88	44·88	6·04	50·92	(*d*) (44·88)
VII.	Dhond-Manmád - -	—	145·44	145·44	14·24	159·68	(*d*) (145·44)
	Bezwada Extension - -	—	20·58	20·58	0·96	21·54	(*e*) (20·58)
	Total - - -	474·24	3,067·61	3,541·85	649·13	4,665·22	3,346·01
	STATE LINES WORKED BY THE STATE.						
X.	North-Western (State) - -	41·26	2,388·28	(*f*) 2,429·54	(*g*) 538·66	3,009·46	(*h*) 2,451·62
XI.	Hyderabad-Shadipalli - -	—	58·91	58·91	3·91	62·82	58·91
XII.	Oudh and Rohilkhand (State) -	—	796·64	796·64	114·15	910·79	772·60
XIII.	Eastern Bengal (State) - -	55·48	193·01	248·49	99·96	403·93	248·33
XIV.	Bengal Central - - -	—	125·01	125·01	20·70	145·71	125·01
XV.	Calcutta Port Commissioners' -	(*i*) 5·19	1·03	6·22	9·18	25·35	6·22
XVI.	East Coast (State) - -		(*j*) 354·40	354·40	(*k*) 54·90	409·30	289·96
	Total - - -	101·93	3,917·28	4,019·21	841·46	4,967·36	3,952·65
	LINES WORKED BY GUARANTEED COMPANIES.						
XXII.	Great Indian Peninsula - -	461·92	825·01	1,286·93	247·49	1,996·34	(*l*) 1,490·23
XXIII.	Bombay, Baroda and Central India.	60·11	400·79	460·90	106·95	627·96	460·90
XXIV.	Madras - - - -	42·40	796·82	839·22	135·35	1,016·97	(*m*) 845·08
	Total - - -	564·43	2,022·62	2,587·05	489·79	3,641·27	2,796·21
	[redacted]TED COMPANIES.						
XXV.	De[redacted]mballa-Kalka - -	—	161·40	161·40	17·33	178·73	161·40
XXVI.	Tar[redacted]sur - - - - -	—	22·23	22·23	2·82	25·05	22·23
	[redacted]Total - - -	—	183·63	183·63	20·15	203·78	183·63

(*a*) Including [redacted]mile of the Rajputana-Malwa Railway and 23·24 miles of t[redacted]Eastern Bengal (State) Railway worked over.

(*b*) Includin[redacted]. and XXIX.; also 15·30 miles of the East Indian Railway[redacted]89 miles of the Rajputana-Malwa Railway, 1.00 mile of th[redacted]udh and Rohilkhand (State) Railway, and 0·13 mile of the[redacted]eat Indian Peninsula Railway worked over.

(*c*) Included[redacted]h III.

(*d*) Included with XXII.

(*e*) Included with XXX.

(*f*) Excluding portion of the old Quetta loop (98·67 miles), which is under reconstruction on a new alignment, but including 6·13 miles (Meean Meer chord and Ferozepore cantonment to Hussainiwala) used for military traffic only.

(*g*) Excluding the sidings of the old Quetta loop (16·55 miles)—*vide* remark (*f*).

(*h*) Including XXXIV.; also 13 miles of the East Indian Railway, Gháziabad to Delhi, but excluding 6·13 miles used for military traffic only,—*vide* remark (*f*).

(*i*) Of this length 1·97 miles are double, 2·46 miles treble, 0·27 mile quadruple, 0·21 mile quintuple, and 0·27 mile sextuple, and 0·01 mile septuple.

(*j*) Including 3·13 miles of metre gauge line.

(*k*) Including 1·55 miles of metre gauge sidings.

(*l*) Including VI., VII., XXVII., and XXVIII.

(*m*) Including XXXII.

N.B.—The mean mileages shown within parentheses are not included in the totals.

STATEMENT No. 33—*continued.*

MILEAGE of RAILWAYS open for TRAFFIC on the 31st December 1894, and the MEAN MILEAGE worked during the Year—*continued.*

Serial Number.	Railway.	Mileage open (Home Line only).					Mean Mileage worked, including Foreign Lines worked over.
		Laid with Two or more Tracks.	Laid with Single Track.	Total.	Total Length of Sidings.	Total Length of Single Track, including Sidings.	
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
XXVII.	Khámgaon	—	7·55	7·55	0·87	8·42	(*a*) (7·55)
XXVIII.	Amráoti	—	5·44	5·44	0·65	6·09	(*a*) (5·44)
XXIX.	Bhopal-Itársi (Native State Section).	—	44·00	44·00	8·66	52·66	(*b*) (44·00)
XXX.	The Nizam's Guaranteed State	—	(*c*)332·32	332·32	32·61	364·93	(*d*) 354·70
XXXI.	The Gaekwar's Petlád	—	13·35	13·35	1·77	15·12	13·35
XXXII.	Kolar Gold-fields	—	10·00	10·00	2·85	12·85	(*e*) (5·86)
	Total	—	412·66	412·66	47·41	460·07	368·05
	LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.						
XXXIII.	Rájpura-Bhátinda	—	107·94	107·94	14·95	122·89	107·94
XXXIV.	Jammu and Kashmir (Native State Section).	—	15·92	15·92	4·59	20·51	(*f*) (15·92)
	Total	—	123·86	123·86	19·54	143·40	107·94
	Total Standard Gauge	1,140·60	9,727·66	10,868·26	2,067·48	14,081·10	10,754·49
	METRE GAUGE. STATE LINES WORKED BY COMPANIES.						
XXXVII.	Bengal and North-Western—						
	Tirhoot Section	—	341·80	341·80	51·75	393·55	} 756·30
	Company's Section	—	414·50	414·50	44·00	458·50	
XXXVIII.	Rohilkund and Kumaon (Lucknow-Bareilly section).	—	231·17	231·17	27·76	258·93	(*g*) (212·96)
XXXIX.	Rajputana-Malwa	1·14	1,672·88	1,674·02	(*h*)257·57	1,932·73	1,674·02
XL.	Pálanpur-Deesa	—	17·28	17·28	0·85	18·13	17·28
XLI.	Southern Mahratta	—	1,042·04	1,042·04	109·27	1,151·31	(*i*) 1,556·24
XLII.	Guntakal-Mysore Frontier	—	119·50	119·50	9·67	129·17	(*j*) (119·50)
XLIII.	Southern Mahratta (Mysore Section).	—	296·00	296·00	26·67	322·67	(*j*)(296·00)
XLIV.	South Indian	—	1,041·51	1,041·51	129·79	1,171·30	(*k*) 1,049·31
XLV.	Máyavaram-Mutupet	—	53·99	53·99	5·40	59·39	40·53
	Total	1·14	5,230·67	5,231·81	662·73	5,895·68	5,093·68
	STATE LINES WORKED BY THE STATE.						
XLVII.	Eastern Bengal (State)—						
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	—	478·55	478·55	74·17	552·72	478·55
	Dacca section	—	85·92	85·92	13·69	99·61	85·92
XLVIII.	Burma (State)	9·00	736·39	745·39	117·92	872·31	732·48
	Total	9·00	1,300·86	1,309·86	205·78	1,5[illegible]4	1,296·95
	ASSISTED COMPANIES.						
LI.	Deoghur	—	4·79	4·79	0·62	[illegible]41	4·79
LII.	Rohilkund and Kumaon (Company's Section).	—	53.92	53·92	4·59	[illegible]51	(*l*) 278·88
LIII.	Bengal Dooars	—	36·40	36·40	7·23	[illegible]63	34·50
LIV.	Dibru-Sadiya	—	77·50	77·50	8·88	[illegible]38	77·50
	Total	—	172·61	172·61	21·32	19[illegible]93	395·67

(*a*) Included with XXII.
(*b*) Included with III.
(*c*) Including 2·19 miles (Trimulgherry troop siding) used for military traffic only.
(*d*) Including the Beswada Extension, 3·10 miles worked over twice by each train and 0·89 mile of the East Coast (State) Railway worked over, but excluding 2·19 miles used for military traffic only,—*vide* remark (*c*).
(*e*) Included with XXIV.
(*f*) Included with X.
(*g*) Included with LII.
(*h*) Including 3·07 miles of main line [illegible]on the standard gauge.
(*i*) Including XLII., XLIII., LVIII., L[illegible], and LX.; also 3·03 miles of the East Coast (State) Railway worked over.
(*j*) Included with XLI.
(*k*) Included with LXVII.
(*l*) Including XXXVIII.; also 12 miles of the Lucknow-Bareilly Section which are worked over twice.

N.B.—The mean mileages shown within parentheses are not included in the totals.

STATEMENT No. 33—*concluded.*

MILEAGE of RAILWAYS open for TRAFFIC on the 31st December 1894, and the MEAN MILEAGE worked during the Year—*concluded.*

Serial Number.	Railway.	Mileage open (Home Line only).					Mean Mileage worked, including Foreign Lines worked over.
		Laid with Two or more Tracks.	Laid with Single Track.	Total.	Total Length of Sidings.	Total Length of Single Track, including Sidings.	
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
LVII.	The Gaekwar's Mehsána	—	92·63	92·63	11·64	104·27	92·63
LVIII.	Kolhápur	—	29·07	29·07	1·70	30·77	(*a*) (29·07)
LIX.	Yesvantpur-Mysore Frontier	—	51·35	51·35	3·87	55·22	(*a*) (51·35)
LX.	Mysore-Nanjangúd	—	15·25	15·25	1·00	16·25	(*a*) (15·25)
	Total	—	188·30	188·30	18·21	206·51	92·63
	LINES OWNED AND WORKED BY NATIVE STATES.						
LXI.	Jodhpore-Bickaneer— Jodhpore Section	—	320·50	320·50	9·50	330·00	320·50
	Bickaneer Section	—	43·50	43·50	1·00	44·50	43·50
LXII.	Bhávnagar-Gondal-Junágarh-Porbandar (*b*).	—	333·98	333·98	40·97	374·95	333·98
LXIII.	Jetalsar-Rájkot	—	46·23	46·23	2·98	49·21	46·23
	Total	—	744·21	744·21	54·45	798·66	744·21
	FOREIGN LINES.						
LXVI.	West of India Portuguese	—	51·00	51·00	11·85	62·85	51·00
LXVII.	Pondicherry	—	7·80	7·80	1·82	9·62	(*c*) (7·80)
	Total	—	58·80	58·80	13·67	72·47	51·00
	Total Metre Gauge	10·14	7,695·45	7,705·59	976·16	8,691·89	7,674·14
	SPECIAL GAUGES. STATE LINE WORKED BY THE STATE.						
LXVIII.	Jorhát, (2′ 0″)	—	28·00	28·00	1·80	29·80	26·39
	ASSISTED COMPANY.						
LXIX.	Darjeeling-Himalayan (2′ 0″)	—	51·00	51·00	2·50	53·50	51·00
	LINE OWNED BY [illegible]IVE STATE AND WORKED BY COMPANY.						
LXX.	The Gaekwar's Dabhoi (2′ 6″)	—	71·66	71·66	4·90	76·56	71·66
	LIN[illegible]ED BY NATIVE STATE [illegible]ORKED BY STATE [illegible]LWAY AGENCY.						
LXXII.	Cooch [illegible]har (2′ 6″)	—	22·12	22·12	1·09	23·21	22·12
	LINE[illegible]WNED AND WORKED BY NATIVE STATE.						
LXXIII.	Mor[illegible] (2′ 6″)	—	94·36	94·36	4·00	98·36	94·00
	[illegible]otal Special Gauges	—	267·14	267·14	14·29	281·43	265·17
	TOTAL OF ALL RAILWAYS	1,150·74	17,690·25	18,840·99	3,057·93	23,054·42	18,693·80

(*a*) Included w[illegible] XLI.
(*b*) Including 4·50 miles of dock estates and quarry lines constructed and maintained by the States themselves.
(*c*) Included with XLIV.

N.B.—The mean mileages shown within parentheses are not included in the totals.

STATEMENT

PASSENGER TRAFFIC on the STANDARD and METRE GAUGE

Serial Number.	Railway.	First Class.		Second Class.		Third or Intermediate Class.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
			Rs.		Rs.		Rs.
	Standard Gauge.						
	STATE LINES WORKED BY COMPANIES.						
I.	East Indian	56,019	5,50,144	187,143	7,51,238	880,223	9,90,179
II.	Bengal-Nágpur	5,006	32,081	16,570	41,848	42,938	24,769
III.	Indian Midland (*a*)	11,305	97,220	36,933	1,29,122	428,355	5,01,183
V.	Godhra-Rutlam	Details included with the Rajputana-Malwa Railway (metre gauge)					—
	Total	72,330	6,79,445	240,646	9,22,208	1,351,516	15,61,131
	STATE LINES WORKED BY THE STATE.						
X.	North-Western (State) (*b*)	46,206	3,50,606	145,348	4,27,377	495,710	5,56,284
XI.	Hyderabad-Shadipalli	610	991	2,562	1,536	13,407	5,081
XII.	Oudh and Rohilkhand (State)	22,029	1,11,874	66,534	1,47,431	128,774	1,16,739
XIII.	Eastern Bengal (State)	44,576	1,01,319	117,370	1,04,693	664,862	2,88,464
XIV.	Bengal Central	2,818	5,004	31,007	16,699	107,598	57,158
XV.	Calcutta Port Commissioners (*c*)	—	—	—	—	—	—
XVI.	East Coast (State)	3,851	12,221	22,845	24,533	—	—
	Total	120,090	5,82,015	385,666	7,22,772	1,410,351	10,23,726
	LINES WORKED BY GUARANTEED COMPANIES.						
XXII.	Great Indian Peninsula (*d*)	77,731	4,45,679	626,724	7,27,696	560,909	10,16,942
XXIII.	Bombay, Baroda, and Central India	114,422	1,38,882	1,062,986	3,71,329	516,691	7,88,052
XXIV.	Madras (*e*)	25,176	1,74,277	85,895	2,27,896	—	—
	Total	217,329	7,58,838	1,775,605	13,26,921	1,077,600	18,04,994
	ASSISTED COMPANIES.						
XXV.	Delhi-Umballa-Kalka	7,559	63,564	20,497	72,69	35,669	44,259
XXVI.	Tarkessur	483	436	3,355	1,467	96,873	23,563
	Total	8,042	64,000	23,852	,160	132,542	67,822
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.						
XXX.	The Nizam's Guaranteed State (*f*)	7,129	52,856	33,982	66,239	34,664	1,70,973
XXXI.	The Gaekwar's Petlád	133	112	2,188	838	—	—
	Total	7,262	52,968	36,170	67,077	34,664	1,70,973
	LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.						
XXXIII.	Rájpura-Bhátinda	3,419	5,284	5,057	4,646	858	11,001
	Total	3,419	5,284	5,057	4,646	858	11,001
	Total Standard Gauge	428,472	21,42,550	2,466,996	31,17,784	4,331,531	45,94,647

(*a*) Including the Bhopal-Itársi Railway.
(*b*) Including the Jammu and Kashmir Railway (Native State Section).
(*c*) There is no passenger traffic on this line.

No. 34.

RAILWAYS during the Year ending the 31st December 1894.

Lowest (Third or Fourth) Class.		Total Passenger Traffic.		Other Coaching Traffic, less outstandings irrecoverable.	Total Coaching Traffic.*	Railway.
Number.	Earnings.	Number.	Earnings.			
	Rs.		Rs.	Rs.	Rs.	
						Standard Gauge.
						STATE LINES WORKED BY COMPANIES.
15,597,004	1,30,22,833	16,720,389	1,53,14,394	16,99,650	1,70,14,044	East Indian.
2,084,084	10,62,571	2,148,598	11,61,269	1,59,837	13,21,106	Bengal-Nágpur.
1,251,028	10,60,412	1,727,621	17,87,937	2,94,140	20,82,077	Indian Midland (*a*).
—	—	—	—	—	59,663	Godhra-Ratlam.
18,932,116	1,51,45,816	20,596,608	1,82,63,600	21,53,627	2,04,76,890	Total.
						STATE LINES WORKED BY THE STATE.
11,620,154	72,44,981	12,307,418	85,79,748	13,87,361	99,67,109	North-Western (State) (*b*).
311,720	60,298	328,299	67,906	3,772	71,678	Hyderabad-Shadipalli.
5,853,230	32,11,242	6,070,567	35,87,286	3,54,031	39,41,317	Oudh and Rohilkhand (State).
5,883,204	17,43,357	6,710,012	22,37,833	2,63,043	25,00,876	Eastern Bengal (State).
1,522,114	4,76,217	1,663,53	5,55,078	20,407	5,75,485	Bengal Central.
—	—	—	—	—	—	Calcutta Port Commissioners (*e*).
2,059,186	7,89,325	2,085,882	8,26,082	46,452	8,72,534	East Coast (State).
27,249,608	1,35,25,420	29,165,715	1,58,53,933	20,75,066	1,79,28,999	Total.
						LINES WORKED BY GUARANTEED COMPANIES.
12,647,098	57,16,692	13,912,462	79,07,009	14,65 934	93,72,943	Great Indian Peninsula (*d*).
13,626,831	31,01,745	15,320,930	44,00,008	5,87,135	49,87,143	Bombay, Baroda, and Central India.
10,342,978	31,69,347	10,454,049	35,71,520	5,66,248	41,37,768	Madras (*c*).
36,616,907	1,19,87,784	39,687,441	1,58,78,537	26,19,317	1,84,97,854	Total.
						ASSISTED COMPANIES.
1,019,478	5,47,196	[illegible]083,203	7,27,712	1,32,485	8,60,197	Delhi-Umballa-Kalka.
1,040,188	2,45,659	1,140,899	2,71,125	5,238	2,76,363	Tarkessur.
2,059,666	7,92,855	2,224,102	[illegible]	1,37,723	11,36,560	Total.
						LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.
947,580	4,87,9[illegible]	1,323,355	7,77,974	1,09,531	8,87,505	The Nizam's Guaranteed State (*f*).
268,935	46,7[illegible]	271,256	47,740	1,837	49,577	The Gaekwar's Petlád.
1,216,515	5,34,[illegible]	1,594,611	8,25,714	1,11,368	9,37,082	Total.
						LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.
826,404	2,9[illegible]	859,738	3,15,742	22,845	3,38,587	Rájpura-Bhátinda.
826,404	2,94,811	859,738	3,15,742	22,845	3,38,587	Total.
86,901,216	4,22,81,382	94,128,215	5,21,36,363	71,19,946	5,93,15,972	Total Standard Gauge.

(*d*) Including the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti Railways.
(*e*) Including the Kolar Gold-field Railway.
(*f*) Including the Bezwáda Extension.

* *See also* Statements Nos. 27 and 37.

STATEMENT

PASSENGER TRAFFIC on the STANDARD and METRE GAUGE

Serial Number.	Railway.	First Class.		Second Class.		Third or Intermediate Class.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
			Rs.		Rs.		Rs.
	Metre Gauge.						
	STATE LINES WORKED BY COMPANIES.						
XXXVII.	Bengal and North-Western—						
	Tirhoot Section - -	15,050	48,596	23,082	41,136	68,689	36,736
	Company's Section - - -						
XXXIX.	Rajputana-Malwa (*a*) - - - -	18,999	1,40,445	76,117	2,13,923	281,767	3,22,396
XL.	Pálanpur-Deesa - - - -	878	784	2,958	1,116	—	—
XLI.	Southern Mahratta (*b*) - - -	16,878	99,420	59,491	1,35,282	—	—
XLIV.	South Indian (*c*) - - - -	20,513	59,133	189,760	1,57,009	—	—
XLV.	Máyavaram-Mutupet - - - -	254	262	8,219	2,868	—	—
	Total - - - -	72,572	3,48,640	359,627	5,51,334	350,456	3,59,132
	STATE LINES WORKED BY THE STATE.						
XLVII.	Eastern Bengal (State)—						
	Northern and Behar Sections, (including the Kaunia-Dharlla 2′ 6″ gauge Branch).	8,344	66,461	19,426	68,883	169,368	1,13,345
	Dacca Section - - - -	3,888	4,638	10,158	7,977	72,965	22,477
XLVIII.	Burma (State) - - - -	17,733	78,780	223,085	1,65,688	—	—
	Total - -	29,965	1,49,879	252,669	2,42,548	242,833	1,35,822
	ASSISTED COMPANIES.						
LI.	Deoghur - - - -	647	324	—	—	—	—
LII.	Rohilkund and Kumaon (Company's Section) (*d*)	4,199	32,196	13,699	53,334	9,333	7,515
LIII.	Bengal Dooars - - - -	310	1,233	1,437	3,113	390	282
LIV.	Dibru-Sadiya - - - - -	3,802	9,008	2,413	3,355	—	—
	Total - - - -	8,958	42,761	17,549	59,802	9,723	7,797
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.						
LVII.	The Gaekwar's Mehsána - - -	343	743	3,177	2,752	—	—
	Total - - -	343	743	3,177	2,752	—	—
	LINES OWNED AND WORKED BY NATIVE STATES.						
LXI.	Jodhpore-Bickaneer—						
	Jodhpore Section - - - -	982	7,536	7,121	12,5	—	—
	Bickaneer Section - - -	190	1,077	622	59	—	—
LXII.	Bhávnagar-Gondal-Junágarh-Porbandar (*e*) -	6,170	18,624	43,420	50,15	—	—
	Total - - - -	7,342	27,237	51,163	63,27	—	—
	FOREIGN LINE.						
LXVI.	West of India Portuguese - - -	2,234	2,020	10,384	4,114	—	—
	Total - - -	2,234	2,020	10,384	4,114	—	—
	Total Metre Gauge - -	121,414	5,71,280	694,569	9,23,828	603,012	5,02,751

(*a*) Including the Godhra-Rutlam Railway (standard gauge), excepting under the head "Total Coaching Traffic."
(*b*) Including the Guntakal-Mysore Frontier, the Southern Mahratta (Mysore Section), Kolhápur, Yesvantpur-Mysore Frontier, and Mysore-Nanjangúd Railways.
(*c*) Including the Pondicherry Railway.

No. 34—*concluded.*

RAILWAYS during the Year ending the 31st December 1894—*concluded.*

Lowest (Third or Fourth) Class.		Total Passenger Traffic.		Other Coaching Traffic, less outstandings irrecoverable.	Total Coaching Traffic.*	Railway.
Number.	Earnings.	Number.	Earnings.			
	Rs.		Rs.	Rs.	Rs.	
						Metre Gauge.
						STATE LINES WORKED BY COMPANIES.
						Bengal and North-Western—
5,394,143	19,76,383	5,500,964	21,02,851	1,28,368	22,31,219	Tirhoot Section. / Company's Section.
10,262,799	56,41,552	10,639,682	63,18,316	6,98,085	69,56,738	Rajputana-Malwa (*a*).
93,626	15,891	97,462	17,791	2,047	19,838	Pálanpur-Deesa.
6,579,844	27,25,867	6,656,213	29,60,569	3,30,981	32,91,550	Southern Mahratta (*b*).
11,530,197	38,60,101	11,740,470	40,76,243	2,33,852	43,10,095	South Indian (*c*).
700,813	1,18,001	709,286	1,21,131	2,086	1,23,217	Máyavaram-Mutupet.
34,561,422	1,43,37,795	35,344,077	1,55,96,901	13,95,419	1,69,32,657	Total.
						STATE LINES WORKED BY THE STATE.
						Eastern Bengal State—
2,536,327	14,75,687	2,733,965	17,24,376	1,88,928	19,13,304	Northern and Behar Sections (including the Kaunia-Dharlla 2′ 6″ gauge, Branch).
947,214	2,85,065	1,034,225	3,20,157	23,341	3,43,498	Dacca Section.
6,304,501	28,99,043	6,545,319	31,43,511	1,61,073	33,04,584	Burma (State).
9,788,042	46,59,795	10,313,509	51,88,044	3,73,342	55,61,386	Total.
						ASSISTED COMPANIES.
182,298	25,598	182,945	25,922	—	25,922	Deoghur.
1,045,585	3,80,943	1,072,816	4,73,988	67,981	5,41,969	Rohilkund and Kumaon (Company's Section) (*d*).
85,158	27,125	87,295	31,753	5,495	37,248	Bengal Dooars.
167,279	77,176	173,494	89,539	15,919	1,05,458	Dibru-Sadiya.
1,480,320	5,10,842	1,516,550	621,202	89,395	7,10,597	Total.
						LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.
619,148	1,49,679	[illegible]	1,53,174	9,282	1,62,456	The Gaekwar's Mehsána.
619,148	1,49,679	622	[illegible]	9,282	1,62,456	Total.
						LINES OWNED AND WORKED BY NATIVE STATES.
						Jodhpore-Bickáneer—
664,526	3,95,470	672,629	4,15,535	39,962	4,55,497	Jodhpore Section.
79,720	30,894	77,532	32,568	4,269	36,837	Bickaneer Section.
1,837,066	9,30,941	1,886,656	9,99,617	65,813	10,65,430	Bhávnagar-Gondal-Junágarh-Porbandar (*e*).
2,578,312	[illegible]	2,636,817	14,47,720	1,10,044	15,57,764	Total.
						FOREIGN LINE.
251,933	52,91[illegible]	264,551	59,049	5,962	65,011	West of India Portuguese.
251,933	52,915	264,551	59,049	5,962	65,011	Total.
49,279,177	2,10,68,231	50,698,172	2,30,66,090	19,83,444	2 ,49	Total Metre Gauge.

(*d*) Including the Rohilkund and Kumaon (Lucknow-Bareilly Section).
(*e*) Including the Jetalsar-Rájkot Railway.
* *See also* Statements Nos. 27 and 37.

STATEMENT

GOODS TRAFFIC on the STANDARD and METRE

Serial Number.	Railway.	General Merchandise.		Military Stores.		Railway Materials for Construction (Home Line only).		Coal and Coke for the Public and Foreign Railways.		Coal and Coke for Construction (Home Line only).	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
	Standard Gauge.		Rs.		Rs.		Rs.		Rs.		Rs.
	STATE LINES WORKED BY COMPANIES.										
I.	East Indian	2,796,790	2,50,67,528	6,912	2,96,620	313,401	2,08,144	2,144,227	79,44,220	2,593	8,863
II.	Bengal-Nágpur	519,661	41,55,116	279	3,354	22,521	30,208	519,437	4,21,297	1,151	9,189
III.	Indian Midland (*a*)	457,925	33,36,772	781	13,860	22,999	10,112	2,849	11,227	188	432
V.	Godhra-Rutlam	Included with the Rajputana-Malwa Railway (metre gauge).						—	—	—	—
	Total	3,774,376	3,25,59,416	7,972	3,13,834	358,921	2,48,464	2,666,513	83,76,744	3,932	18,484
	STATE LINES WORKED BY THE STATE.										
X.	North-Western (State) (*b*)	2,176,767	1,87,32,302	27,187	5,63,916	1,002,234	3,13,291	23,332	63,603	8,032	24,026
XI.	Hyderabad-Shadipalli	28,163	59,346	77	55	36,211	12,529	—	—	—	—
XII.	Oudh and Rohilkhand (State)	1,117,384	57,29,017	3,066	32,322	163,887	2,08,952	23,957	76,211	—	—
XIII.	Eastern Bengal (State)	958,437	48,12,320	679	2,606	16,095	14,216	347,387	1,00,409	—	—
XIV.	Bengal Central	90,148	2,11,059	256	277	414	144	20,421	21,041	—	—
XV.	Calcutta Port Commissioners'	Details not furnished.		—	—	—	—	—	—	—	—
XVI.	East Coast (State)	124,420	2,50,023	13	111	113,529	1,07,715	253	497	1,908	2,026.
	Total	4,495,319	2,97,94,067	31,278	5,99,287	1,332,370	6,56,847	415,350	2,61,761	9,940	26,052
	LINES WORKED BY GUARANTEED COMPANIES.										
XXII.	Great Indian Peninsula (*c*)	1,895,714	2,44,34,760	10,160	2,05,871	41,997	33,623	97,290	2,44,647	139	692
XXIII.	Bombay, Baroda, and Central India.	1,292,477	96,10,914	715	24,367	51,586	64,489	46,670	2,63,127	282	390
XXIV.	Madras (*d*)	763,391	54,66,597	1,866	73,649	28,368	18,456	117,858	3,25,736	—	—
	Total	3,951,582	3,95,12,271	12,741	3,03,887	121,951	1,16,568	261,818	8,33,510	421	1,082
	ASSISTED COMPANIES.										
XXV.	Delhi-Umballa-Kalka	94,279	4,30,217	1,769	23,253	865	1,598	2,545	6,398	—	—
XXVI.	Tarkessur	23,582	26,913	—	—	548	150	2,073	854	—	—
	Total	117,861	4,57,130	1,769	23,253	[illegible]	[illegible]	4,618	7,252	—	—
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.										
XXX.	The Nizam's Guaranteed State (*e*).	212,310	12,49,325	878	13,684	3,637	26,565	207,7[illegible]	9,25,350	53	223
XXXI.	The Gaekwar's Petlád	20,098	18,251	—	—	—	—	[illegible]	2	—	—
	Total	232,408	12,67,576	878	13,684	3,637	26,565	207,7[illegible]	9,25,352	53	223
	LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.										
XXXIII.	Rájpura-Bhátinda	281,399	8,71,891	1,677	22,664	765	306	45[illegible]	323	—	—
	Total	281,399	8,71,891	1,677	22,664	765	306	459	323	—	—
	Total Standard Gauge	12,852,945	10,44,62,351	56,315	12,76,609	1,819,057	10,50,498	3,556,472	1,04,04,942	14,346	45,841

(*a*) Including the Bhopal-Itársi Railway. (*b*) Including the Jammu and Kashmir Railway (Native State Section).
(*c*) Including the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti Railways.

No. 35.

GAUGE RAILWAYS, during the Year ending the 31st December 1894.

Coal and Coke for Revenue only.		Revenue Stores other than Coal and Coke.		Live Stock.		Rents, Miscellaneous, &c., less outstandings irrecoverable.	Total.		Railway.	Serial Number.
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.		Tons.	Earnings.*		
	Rs.		Rs.		Rs.	Rs.		Rs.		
									Standard Gauge.	
									STATE LINES WORKED BY COMPANIES.	
294,771	6,70,265	508,206	4,17,194	3,746	1,28,750	1,21,026	6,070,646	3,48,62,610	East Indian - - - -	I.
34,818	1,23,379	109,513	66,321	34	720	−29	1,207,414	48,09,555	Bengal-Nágpur - - -	II.
47,042	1,13,257	133,587	35,040	181	4,668	24,860	665,552	35,50,228	Indian Midland (*a*) - - -	III.
—	—	—	—	—	—	—	—	2,41,746	Godhra-Rutlam - - -	V.
376,631	9,06,901	751,306	5,18,555	3,961	1,34,138	1,45,857	7,943,612	4,34,64,139	Total.	
									STATE LINES WORKED BY THE STATE.	
165,927	3,95,406	3,026,146	11,76,631	2,871	79,800	45,240	6,482,496	2,13,94,215	North-Western (State) (*b*) -	X.
1	1	779	312	—	—	268	65,231	72,511	Hyderabad-Shadipalli - -	XI.
52,795	1,76,916	336,580	98,821	211	4,740	22,678	1,697,880	63,49,657	Oudh and Rohilkhand (State) -	XII.
44,414	51,064	27,792	29,221	87	1,355	34,924	1,394,891	50,46,115	Eastern Bengal (State) - -	XIII.
492	191	2,119	904	6	99	1,099	113,856	2,34,814	Bengal Central - - - -	XIV.
—	—	—	—	—	—	—	—	3,02,579	Calcutta Port Commissioners' -	XV.
25,471	31,395	77,488	64,756	5	83	12,388	343,087	4,68,994	East Coast (State) - -	XVI.
289,100	6,54,073	3,470,904	13,70,645	3,180	86,077	1,16,597	10,047,441	3,38,68,885	Total.	
									LINES WORKED BY GUARANTEED COMPANIES.	
215,867	6,30,198	443,054	8,01,084	9,867	1,47,844	40,065	2,714,088	2,65,38,784	Great Indian Peninsula (*c*) -	XXII.
54,890	1,28,840	86,170	1,01,998	20,690	3,78,805	9,469	1,553,480	1,05,81,899	Bombay, Baroda, and Central India.	XXIII.
30,391	29,822	198,528	84,837	1,242	25,827	16,248	1,141,644	60,41,172	Madras (*d*) - - - -	XXIV.
301,148	7,88,360	727,752	9,87,919	31,799	5,52,476	65,782	5,409,212	4,31,61,885	Total.	
									ASSISTED COMPANIES.	
—	—	—	—	174	1,347	2,109	99,632	4,64,922	Delhi-Umballa-Kalka - -	XXV.
3	1	1,088	163	1	3	263	27,295	28,347	Tarkessur - - -	XXVI.
3	1	1,088	[illegible]			2,372	126,927	4,93,269	Total.	
									LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.	
21,531	51,709	[illegible]4,237	19,643	314	6,958	13,006	540,671	23,06,463	The Nizam's Guaranteed State (*e*)	XXX.
490	139	58	14	255	332	296	20,904	19,034	The Gaekwar's Petlád - -	XXXI.
22,021	51,848	[illegible]4,295	19,657	569	7,290	13,302	561,575	23,25,497	Total.	
									LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.	
1,338	1,846	[illegible]8,209	15,403	27	125	1,925	343,874	9,14,483	Rájpura-Bhátinda - -	XXXIII.
1,338	1,846	58,209	15,403	27	125	1,925	343,874	9,14,483	Total.	
990,241	24,03,929	5,103,554	29,12,342	39,711	7,81,456	3,45,835	24,432,641	12,42,28,128	Total Standard Gauge.	

(*d*) Including the Kolar Goldfields Railway.
(*e*) Including the Bezwáda Extension.
* *See also* Statements Nos. 27 and 37.

STATEMENT

GOODS TRAFFIC on the STANDARD and METRE

Serial Number.	Railway.	General Merchandise.		Military Stores.		Railway Materials for Construction (Home Line only).		Coal and Coke for the Public and Foreign Railways.		Coal and Coke for Construction (Home Line only).	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons	Earnings.	Tons.	Earnings.
	Metre Gauge.		Rs.		Rs.		Rs.		Rs.		Rs.
	STATE LINES WORKED BY COMPANIES.										
XXXVII.	Bengal and North-Western—										
	Tirhoot Section -	649,992	25,44,979	—	—	16,903	25,851	38,044	56,006	—	—
	Company's Section -										
XXXIX.	Rajputana-Malwa (*a*) -	1,826,266	1,69,27,920	5,146	83,821	110,372	1,79,050	9,272	45,455	4,241	14,621
XL.	Pálanpur-Deesa - - -	16,863	15,438	214	413	4,759	1,356	—	—	—	—
XLI.	Southern Mahratta (*b*) - -	703,063	40,29,315	1,103	13,034	30,034	27,790	15,524	90,333	—	—
XLIV.	South Indian (*c*) - - -	886,675	34,89,714	195	3,724	81,755	13,220	5,507	7,956	—	—
XLV.	Máyavaram-Mutupet - -	31,558	33,575	6	24	77,397	5,251	—	—	—	—
	Total - -	4,114,417	2,70,41,241	6,664	1,01,016	321,220	2,52,518	68,347	1,99,750	4,241	14,621
	STATE LINES WORKED BY THE STATE.										
XLVII.	Eastern Bengal (State)—										
	Northern and Behar Sections (including the Kaunia-Dharlla 2′ 6″ gauge, Branch).	484,506	26,80,710	75	375	16,016	12,697	9,420	33,748	—	—
	Dacca Section - - -	52,676	1,40,610	—	—	382	169	772	1,542	—	—
XLVIII.	Burma (State) - - -	535,907	25,79,001	1,072	25,469	63,920	28,688	650	361	656	266
	Total - - -	1,073,089	54,06,321	1,147	25,844	80,318	41,554	10,842	35,651	656	266
	ASSISTED COMPANIES.										
LI.	Deoghur - - - -	11,383	3,407	—	—	—	—	—	—	—	—
LII.	Rohilkund and Kumaon (Company's Section) (*e*).	280,273	6,99,406	583	4,203	26,157	16,608	140	257	—	—
LIII.	Bengal Dooars - - - -	17,534	1,37,230	—	—	36,197	9,638	1,213	4,690	—	—
LIV.	Dibru-Sadiya - - -	31,962	2,05,273	—	—	—	—	162,358	1,92,886	—	—
	Total - - -	341,152	10,45,316	583	4,203	62,354	26,246	163,711	1,97,833	—	—
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.										
LVII.	The Gaekwar's Mehsána - -	158,164	2,12,158	1	5	4,005	1,037	24	43	—	—
	Total - - -	158,164	2,12,158	1	5	[illegible]	[illegible]	24	43	—	—
	LINES OWNED AND WORKED BY NATIVE STATES.										
LXI.	Jodhpore-Bickaneer—										
	Jodhpóre Section - -	93,553	5,96,729	10	198	440	223	91	587	—	—
	Bickaneer Section - -	10,579	33,784	6	56	—	—	88	198	—	—
LXII.	Bhávnagar - Gondal - Junágarh-Porbandar (*f*).	201,825	8,46,317	1	15	10,763	7,077	3,462	11,282	352	82
	Total - - -	305,957	14,76,830	17	269	11,203	7,300	3,641	[illegible]067	352	82
	FOREIGN LINE.										
LXVI.	West of India Portuguese -	106,388	3,31,595	—	—	19	7	—	[illegible]	—	—
	Total - - -	106,388	3,31,595	—	—	19	7	—	—	—	—
	Total Metre Gauge - -	6,099,167	3,55,07,461	8,412	1,31,337	479,119	3,28,662	246,565	4,45,344	5,249	14,969

(*a*) Including the Godhra-Rutlam Railway (standard gauge), excepting under the head "Total Earnings."
(*b*) Including the Guntakal-Mysore Frontier, Southern Mahratta (Mysore Section), Kolhápur, Yesvantpur Mysore Frontier, and Mysore-Nanjangúd Railways.
(*c*) Including the Pondicherry Railway.

No. 35—*concluded.*

GAUGE RAILWAYS during the Year ending the 31st December 1894—*concluded.*

Coal and Coke for Revenue only.		Revenue Stores other than Coal and Coke.		Live Stock.		Rents, Miscellaneous, &c., less outstandings irrecoverable.	Total.		Railway.	Serial Number.
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.		Tons.	Earnings.*		
	Rs.		Rs.		Rs.	Rs.		Rs.		
									Metre Gauge.	
									STATE LINES WORKED BY COMPANIES.	
22,036	23,208	28,268	27,251	72	1,094	9,342	755,315	26,87,731	Bengal and North-Western - { Tirhoot Section. / Company's Section.	XXXVII.
74,396	2,72,705	58,971	1,21,407	8,188	77,078	22,463	2,096,852	1,75,92,774	Rajputana-Malwa (*a*) - - -	XXXIX.
12	3	188	41	151	81	206	22,187	17,538	Pálanpur-Deesa - - -	XL.
58,149	1,75,461	117,735	1,88,987	223	6,050	19,048	925,831	45,50,018	Southern Mahratta (*b*) - -	XLI.
27,237	32,124	486,174	90,012	156	3,074	12,625	1,487,699	36,52,449	South Indian (*c*) -	XLIV.
40	10	1,403	166	—	—	257	110,404	39,583	Málavaram-Mutupet - -	XLV.
181,870	5,03,511	692,739	4,27,864	8,790	87,377	63,941	5,398,288	2,84,50,093	Total.	
									STATE LINES WORKED BY THE STATE.	
55,505	29,222	29,216	28,272	59	1,160	10,182	594,797	27,96,366	Eastern Bengal (State)— Northern and Behar Sections (including the Kaunia-Dharlla 2′ 6″ gauge Branch).	XLVII.
2,319	524	2,273	1,311	5	107	1,119	58,427	1,45,382	Dacca Section.	
29,891	29,836	162,752	1,00,141	2,435	43,567	6,159	797,283	28,13,488	Burma (State) - - -	XLVIII.
87,715	59,582	194,241	1,29,724	2,499	44,834	17,460	1,450,507	57,55,236	Total.	
									ASSISTED COMPANIES.	
260	(*d*)	—	—	—	—	—	11,643	3,407	Deoghur - -	LI.
800	1,494	44,448	22,787	1	19	10,008	352,402	7,54,782	Rohilkund and Kumaon (Company's Section) (*e*).	LII
—	—	—	—	—	—	1,279	54,944	1,52,837	Bengal Dooars - - -	LIII.
—	—	8,560	2,562	106	1,222	−115	202,986	4,01,828	Dibru-Sadiya - - -	LIV.
1,060	1,494	53,008	25,349	107	1,241	11,172	621,975	13,12,854	Total	
									LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	
—	—	423	210	[redacted]	531	782	162,979	2,14,766	The Gaekwar's Mehsána - -	LVII.
—	—	423	[redacted]			782	162,979	2,14,766	Total.	
									LINES OWNED AND WORKED BY NATIVE STATES.	
3,734	8,152	2,776	2,646	60	898	2,019	100,664	6,11,452	Jodhpore-Bickaneer— Jodhpore Section.	LXI.
1,058	796	106	62	4	19	645	11,841	35,560	Bickaneer Section.	
4,734	5,640	19,942	15,742	150	1,664	1,053	241,229	8,88,872	Bhávnagar - Gondal - Junágarh - Porbandar (*f*).	LXII.
9,526	14,588	22,824	18,450	214	2,581	3,717	353,734	15,35,884	Total.	
									FOREIGN LINE.	
190	67	4,615	3,546	1	3	209	111,213	3,35,427	West of India Portuguese - -	LXVI.
190	67	4,615	3,546	1	3	209	111,213	3,35,427	Total.	
280,361	5,79,242	967,850	6,05,143	11,973	1,36,567	97,281	8,098,696	3,76,04,260	Total Metre Gauge.	

(*d*) Carried free.

(*e*) Including the Rohilkund and Kumaon Railway (Lucknow-Bareilly Section).
(*f*) Including the Jetalsar-Rájkot Railway.
* *See* also Statements Nos. 27 and 37.

STATEMENT

UNIT MILEAGES of PASSENGERS and GOODS carried on the STANDARD and

Serial Number.	Railway.	PASSENGER TRAFFIC. Number of Passenger-Miles (expressed in the Number of Passengers carried one mile): First Class.	Second Class.	Third or Intermediate Class.	Lowest Class (Third or Fourth).	Total.*	Other Coaching Traffic. Ton-miles.	Number General Merchandise.
	Standard Gauge.							
	STATE LINES WORKED BY COMPANIES.							
I.	East Indian - -	6,977,201	22,478,611	55,490,258	1,002,425,001	1,087,371,071	10,740,908	815,099,716
II.	Bengal-Nágpur - -	422,922	1,729,554	1,683,611	102,226,985	106,063,072	735,141	103,342,307
III.	Indian Midland (*a*) -	1,684,510	5,343,485	32,190,946	80,157,147	119,376,088	1,592,936	88,785,140
V.	Godhra-Rutlam - -	Included with the Rajputana-Malwa Railway (metre gauge)					—	—
	Total - - -	9,084,633	29,551,650	89,364,815	1,184,809,133	1,312,810,231	13,068,985	1,007,218,163
	STATE LINES WORKED BY THE STATE.							
X.	North-Western (State) (*b*) -	5,941,279	18,178,928	34,540,208	603,185,050	661,845,465	7,947,222	616,157,207
XI.	Hyderabad-Shadipalli -	15,904	49,787	325,120	5,145,463	5,536,274	8,357	1,019,911
XII.	Oudh and Rohilkhand (State)	1,868,113	5,655,518	5,603,456	244,234,321	257,361,408	1,616,884	175,296,413
XIII.	Eastern Bengal (State) -	1,459,612	3,256,036	18,212,955	135,655,091	158,583,694	929,201	96,126,555
XIV.	Bengal Central - - -	94,574	654,644	3,322,026	30,714,623	34,785,867	158,878	6,362,236
XV.	Calcutta Port Commissioners'.	There is no passenger traffic on this line.				—	—	Mileage not
XVI.	East Coast (State) - -	197,234	810,028	—	80,898,407	81,905,669	164,432	10,888,914
	Total - - -	9,576,716	28,604,941	62,003,765	1,099,832,955	1,200,018,377	10,824,974	905,851,236
	LINES WORKED BY GUARANTEED COMPANIES.							
XXII.	Great Indian Peninsula (*c*)	7,752,664	36,294,068	65,096,745	455,445,510	564,588,987	6,982,944	502,277,998
XXIII.	Bombay, Baroda, and Central India.	2,699,222	15,364,339	50,525,674	253,116,996	321,706,231	3,550,623	232,922,542
XXIV.	Madras (*d*) - -	3,063,791	8,400,564	—	371,862,002	383,326,357	3,191,198	114,752,012
	Total - - -	13,515,677	60,058,971	115,622,419	1,080,424,508	1,269,621,575	13,724,765	849,952,552
	ASSISTED COMPANIES.							
XXV.	Delhi-Umballa-Kalka -	611,331	1,771,484	1,966,999	38,620,581	42,970,395	662,861	7,561,127
XXVI.	Tarkessur - - -	9,503	61,644	1,493,974	15,814,278	17,379,399	27,792	488,238
	Total - - -	620,834	1,833,128	3,46[redacted]		60,349,794	690,653	8,049,365
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.							
XXX.	The Nizam's Guaranteed State (*d*).	659,093	2,609,170	13,130,658	46,838,961	63,237,882	463,980	22,810,925
XXXI.	The Gaekwar's Petlád -	2,014	29,969	—	3,629,574	3,661,557	7,406	263,859
	Total - - -	661,107	2,639,139	13,130,658	50,468,535	66,899,439	471,386	23,074,784
	LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.							
XXIII.	Rájpura-Bhátinda - -	85,184	157,724	704,000	25,158,265	26,105,173	82,000	22,690,064
	Total - -	85,184	157,724	704,000	25,158,265	26,105,173	82,000	22,690,064
	Total Standard Gauge -	33,544,151	122,845,553	284,286,630	3,495,128,255	3,935,804,589	38,862,763	2,816,836,164

(*a*) Including the Bhopal-Itársi Railway.

(*b*) Including the Jammu and Kashmir Railway (Native State Section).

No. 36.

METRE GAUGE RAILWAYS during the Year ending the 31st December 1894.

GOODS TRAFFIC. of Ton-Miles (expressed in the Number of Tons moved one mile).								Railway.
Military Stores.	Railway Materials for Construction (Home Line only).	Coal and Coke for the Public and Foreign Railways.	Coal and Coke for Construction (Home Line only).	Coal and Coke for Revenue only.	Revenue Stores other than Coal and Coke.	Live Stock.	Total.*	
								Standard Gauge.
								STATE LINES WORKED BY COMPANIES.
2,899,456	11,901,538	401,678,885	513,411	74,306,017	35,087,127	1,347,667	1,342,824,817	East Indian.
42,524	2,106,863	22,364,390	720,201	9,669,650	3,712,048	4,096	141,962,079	Bengal-Nágpur.
122,955	698,285	481,084	33,333	8,876,395	2,390,221	35,421	101,423,334	Indian Midland (*a*).
—	—	—	—	—	—	—	—	Godhra-Rutlam.
3,064,935	14,706,686	424,524,359	1,267,445	92,852,062	41,189,396	1,387,184	1,586,210,230	Total.
								STATE LINES WORKED BY THE STATE.
8,298,994	21,195,956	2,913,210	1,916,143	30,842,908	81,727,237	598,713	763,650,368	North-Western (State) (*b*).
312	843,499	—	—	56	23,554	—	1,887,332	Hyderabad-Shadipalli.
368,447	15,281,204	3,708,364	—	13,679,080	6,246,103	30,000	214,609,611	Oudh and Rohilkhand (State)
25,376	1,114,459	4,958,862	—	4,001,685	2,289,945	9,504	108,526,386	Eastern Bengal (State).
513	11,265	1,156,612	—	14,972	70,853	227	7,616,678	Bengal Central
recorded.	—	—	—	—	—	—	—	Calcutta Port Commissioners'.
1,841	7,839,620	23,901	152,421	2,145,960	5,002,070	418	26,055,145	East Coast (State).
8,695,483	46,286,003	12,760,949	2,068,564	50,684,661	95,359,762	638,862	1,122,345,520	Total.
								LINES WORKED BY GUARANTEED COMPANIES.
1,785,990	1,849,482	10,521,211	37,864	40,467,540	50,642,116	1,590,610	609,172,811	Great Indian Peninsula (*c*).
225,189	2,204,345	13,722,254	21,357	7,040,365	4,664,858	3,917,413	264,718,323	Bombay, Baroda, and Central India.
499,678	653,679	13,603,750	—	1,353,388	4,032,236	144,537	135,039,280	Madras (*d*).
2,510,857	4,707,506	37,847,215	59,221	48,861,293	59,339,210	5,652,560	1,008,930,414	Total.
								ASSISTED COMPANIES.
201,026	56,777	315,776	—	—	—	16,410	8,151,116	Delhi-Umballa-Kalka.
—	9,222	35,923	—	36	18,911	8	552,338	Tarkessur.
201,026	65,999	351,699		36	18,911	16,418	8,703,454	Total.
								LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.
106,257	822,712	35,081,949	7,226	2,384,957	1,299,487	34,372	62,547,885	The Nizam's Guaranteed State (*e*).
—	—	37	—	7,622	778	2,798	275,094	The Gaekwar's Petlád.
106,257	822,712	35,081,986	7,226	2,392,579	1,300,265	37,170	62,822,979	Total.
								LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.
178,830	24,002	12,674	—	142,820	1,200,839	864	24,250,093	Rájpura-Bhátinda.
178,830	24,002	12,674	—	142,820	1,200,839	864	24,250,093	Total.
14,757,388	66,612,908	510,578,882	3,402,456	194,933,451	198,408,383	7,733,058	3,813,262,690	Total Standard Gauge.

(*c*) Including the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti Railways.
(*e*) Including the Bezwada Extension.
(*d*) Including the Kolar Goldfields Railway.
* *See also* Statements Nos. 26 and 27.

STATEMENT

UNIT MILEAGES of PASSENGERS and GOODS carried on the STANDARD and

Serial Number.	Railway.	PASSENGER TRAFFIC. Number of Passenger-Miles (expressed in the Number of Passengers carried one mile). First Class.	Second Class.	Third or Intermediate Class.	Lowest Class (Third or Fourth).	*Total.	Other Coaching Traffic. Ton-miles.	Number General Merchandise.
	Metre Gauge.							
	STATE LINES WORKED BY COMPANIES.							
XXXVII.	Bengal and North-Western :— Tirhoot Section - } Company's Section - }	449,033	796,685	1,460,854	189,698,070	192,404,642	528,599	73,978,876
XXXIX.	Rajputana-Malwa (*a*) -	2,000,090	6,802,248	20,675,621	541,993,805	571,471,764	4,106,146	502,692,889
XL.	Pálanpur-Deesa - -	10,671	28,245	—	1,356,076	1,394,992	10,786	288,732
XLI.	Southern Mahratta (*b*) "	1,652,006	4,888,638	—	261,723,826	268,264,470	1,420,849	84,638,873
XLIV.	South Indian (*c*) - "	1,000,643	7,698,984	—	370,892,404	379,592,031	808,732	80,798,600
XLV.	Máyavaram-Mutupet "	4,195	137,673	—	11,328,029	11,469,897	5,755	834,542
	Total - - -	5,116,638	20,352,473	22,136,475	1,376,992,210	1,424,597,796	6,880,867	743,227,512
	STATE LINES WORKED BY THE STATE.							
XLVII.	Eastern Bengal (State) :— Northern and Behar Sections (including the Kaunia-Dharlla, 2′ 6″ gauge, Branch).	918,672	2,133,313	6,977,655	112,950,676	122,980,316	723,105	47,504,151
	Dacca Section - "	54,008	209,183	1,468,013	21,894,612	23,625,816	92,576	2,893,349
XLVIII.	Burma (State) - "	1,080,176	5,783,943	—	185,554,101	192,418,220	915,392	62,275,785
	Total - - -	2,052,856	8,126,439	8,445,668	320,399,389	339,024,352	1,731,073	112,673,285
	ASSISTED COMPANIES.							
LI.	Deogurh - - "	3,099	—	—	873,207	876,306	—	54,525
LII.	Rohilkund and Kumaon (Company's Section) (*d*).	220,189	967,996	360,998	33,489,551	35,038,734	208,010	22,624,760
LIII.	Bengal Dooars - -	7,232	33,059	9,034	1,735,973	1,785,298	21,925	410,661
LIV.	Dibru-Sadiya - - -	82,449	50,073	—	3,704,475	3,836,997	11,368	1,184,135
	Total - " -	312,969	1,051,128	370,032	39,803,206	41,537,335	241,303	24,274,081
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.							
LVII.	The Gaekwar's Mehsána -	10,138	70,606	[redacted]	[redacted]	12,853,335	35,708	5,180,120
	Total - - -	10,138	70,606	[redacted]	[redacted]772,591	12,853,335	35,708	5,180,120
	LINES OWNED AND WORKED BY NATIVE STATES.							
LXI.	Jodhpore-Bickaneer :— Jodhpore Section - -	80,381	400,932	—	37,965,099	38,446,412	206,602	11,459,587
	Bickaneer Section - -	11,490	19,089	—	2,965,797	2,996,376	20,317	438,995
LXII.	Bhávnagar-Gondal-Junágarh-Porbándar (*e*).	335,462	1,875,956	—	64,989,626	67,201,044	268,672	12,795,521
	Total - - " -	427,333	2,295,977	—	105,920,522	108,643,832	495,591	24,694,103
	FOREIGN LINE.							
LXVI.	West of India Portuguese -	32,320	131,648	—	4,063,872	4,227,840	22,241	5,386,667
	Total - - -	32,320	131,648	—	4,063,872	4,227,840	22,241	5,386,667
	Total Metre Gauge -	7,952,254	32,028,271	30,952,175	1,859,951,790	1,930,884,490	9,406,783	915,435,768

(*a*) Including the Godhra-Ratlam Railway (standard gauge).
(*b*) Including the Guntakal-Mysore Frontier, Southern Mahratta (Mysore Section), Kolhápur, Yesvantpur-Mysore Frontier, and the Mysore-Nanjangúd Railways.

No. 36—*concluded.*

METRE GAUGE RAILWAYS during the Year ending the 31st December 1894—*concluded.*

GOODS TRAFFIC. of Ton-Miles (expressed in the Number of Tons moved one mile).								Railways.
Military Stores.	Railway Materials for Construction (Home Line only).	Coal and Coke for the Public and Foreign Railways.	Coal and Coke for Construction (Home Line only).	Coal and Coke for Revenue only.	Revenue Stores other than Coal and Coke.	Live Stock.	Total.*	
								Metre Gauge.
								STATE LINES WORKED BY COMPANIES.
								Bengal and North Western :—
—	1,698,010	3,185,815	—	1,786,861	1,811,013	32,152	32,442,727	Tirhoot Section. / Company's Section.
832,038	9,699,303	1,582,544	802,080	14,959,797	7,066,781	821,103	538,456,535	Rajputana-Malwa (*a*).
3,667	38,609	—	—	186	2,246	2,571	331,011	Pálanpur-Deesa.
118,357	3,100,670	4,834,834	23	12,073,571	13,959,374	30,267	118,755,969	Southern Mahratta (*b*).
34,438	928,288	314,569	—	2,453,145	6,655,737	20,148	91,204,925	South Indian (*c*).
173	408,817	—	—	406	11,680	—	1,255,618	Máyavaram-Mutupet.
988,673	15,873,697	9,917,762	802,103	31,223,966	29,506,831	906,241	832,446,785	Total.
								STATE LINES WORKED BY THE STATE.
3,982	994,650	1,001,040	—	2,290,111	2,215,625	6,112	54,015,671	Eastern Bengal (State) :— Northern and Behar Sections (including the Kaunia-Dharlla 2′ 6″ gauge, Branch).
—	13,189	60,308	—	41,093	102,808	243	3,110,990	Dacca Section.
333,690	3,039,972	3,492	12,198	2,048,632	9,180,682	234,337	77,128,828	Burma (State).
337,672	4,047,811	1,064,840	12,198	4,379,836	11,499,115	240,732	134,255,489	Total.
								ASSISTED COMPANIES.
—	—	—	—	2,245	—	—	56,770	Deogurh.
48,646	1,301,596	10,188	—	117,112	1,785,912	67	25,888,281	Rohilkund and Kumaon (Company's Section) (*d*).
—	755,211	20,572	—	—	—	—	1,186,444	Bengal Dooars.
—	—	9,833,762	—	—	253,326	5,123	11,276,346	Dibru-Sadiya.
48,646	2,056,807	9,864,522	—	119,357	2,039,238	5,190	38,407,841	Total.
								LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.
43	73,155	887	[redacted]		11,510	11,823	5,277,538	The Gáekwar's Mehsána.
43	73,155	887	—		11,510	11,823	5,277,538	Total.
								LINES OWNED AND WORKED BY NATIVE STATES.
1,130	8,298	11,755	—	457,978	135,110	5,057	12,078,915	Jodhpore-Bickaneer :— Jodhpore Section.
337	—	3,839	—	45,362	3,521	163	492,217	Bickaneer Section.
98	1,031,189	320,971	3,166	254,888	1,833,861	13,332	16,253,026	Bhávnagar-Gondal-Junágarh-Porbandar (*e*).
1,565	1,039,487	336,565	3,166	758,228	1,972,492	18,552	28,824,158	Total.
								FOREIGN LINE.
—	213	—	—	1,401	117,161	15	5,505,457	West of India Portuguese.
—	213	—	—	1,401	117,161	15	5,505,457	Total.
1,376,599	23,091,170	21,184,576	817,467	36,482,788	45,146,347	1,182,553	1,044,717,268	Total Metre Gauge.

(*c*) Including the Pondicherry Railway.
(*d*) Including the Rohilkund and Kumaon Railway (Lucknow-Bareilly Section).
(*e*) Including the Jetalsar-Rájkot Railway.
* *See also* Statements Nos. 26 and 27.

STATEMENT

GROSS EARNINGS, WORKING EXPENSES, and NET EARNINGS per TRAIN-MILE, also the GROSS EARNINGS per MILE

Serial Number.	Railway.	Coaching Earnings.*			Goods Earnings.†			Total Traffic Earnings.		Sundries, including Electric Telegraph.	
		Amount.	Per Passenger Train-Mile.	Per Cent. on Total Traffic Earnings.	Amount.	Per Goods Train-Mile.	Per Cent. on Total Traffic Earnings.	Amount.	Per Train-Mile.	Amount.	Per Train-Mile.
	Standard Gauge. STATE LINES WORKED BY COMPANIES.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
I.	East Indian	1,70,14,044	4·18	32·80	3,48,62,610	5·54	67·20	5,18,76,654	5·01	6,97,622	0·07
II.	Bengal-Nágpur	18,21,106	2·94	21·55	48,09,555	4·15	78·45	61,30,661	3·81	5,59,987	0·35
III.	Indian Midland (*a*)	20,82,077	3·00	36·97	35,50,228	4·12	63·03	56,32,305	3·62	1,31,581	0·09
V.	Godhra-Rutlam	59,663	(*b*)	19·79	2,41,746	(*b*)	80·21	3,01,409	4·64	1,252	0·02
VI.	Wardha Coal	—	—	—	—	—	—	—	—	(*c*) 90,775	—
VII.	Dhond-Manmád	—	—	—	—	—	—	—	—	(*c*) 3,94,941	—
	Bezwada Extension	—	—	—	—	—	—	—	—	(*c*) 71,270	—
	Total	2,04,76,890	3·92	32·08	4,34,64,139	5·20	67·97	6,39,41,029	4·71	19,47,428	0·10
	STATE LINES WORKED BY THE STATE.										
X.	North-Western (State) (*e*)	99,67,109	2·93	31·78	2,13,94,215	3·72	68·22	3,13,61,324	3·42	8,86,655	0·10
XI.	Hyderabad-Shadipalli	71,678	2·87	49·71	72,511	1·83	50·29	1,44,189	2·23	1,033	0·02
XII.	Oudh and Rohilkhand (State)	39,41,317	3·30	38·30	63,49,657	3·40	61·70	1,02,90,974	3·36	2,27,862	0·07
XIII.	Eastern Bengal (State)	25,00,876	2·90	33·14	50,46,115	5·98	66·86	75,46,991	4·42	4,67,454	0·27
XIV.	Bengal Central	5,75,485	2·92	71·02	2,34,814	2·16	28·98	8,10,299	2·65	9,880	0·03
XV.	Calcutta Port Commissioners'	—	—	—	3,02,579	(*f*)	100·00	3,02,579	(*f*)	20,794	(*f*)
XVI.	East Coast (State)	8,72,534	4·14	65·04	4,68,994	1·50	34·96	13,41,528	2·57	1,16,632	0·22
	Total	1,79,28,999	3·04	34·61	3,38,68,885	3·76	65·39	5,17,97,884	3·48	17,30,310	0·11
	LINES WORKED BY GUARANTEED COMPANIES.										
XXII.	Great Indian Peninsula (*g*)	93,72,943	2·51	26·10	2,65,38,784	4·87	73·90	3,59,11,727	3·91	3,62,569	0·04
XXIII.	Bombay, Baroda, and Central India.	49,87,143	4·11	32·03	1,05,81,899	8·46	67·97	1,55,69,042	6·32	3,79,442	0·15
XXIV.	Madras (*h*)	41,37,768	3·15	40·65	60,41,172	4·93	59·35	1,01,78,940	4·01	2,14,055	0·08
	Total	1,84,97,854	2·96	30·00	4,31,61,855	5·45	70·00	6,16,59,709	4·35	9,56,066	0·07
	ASSISTED COMPANIES.										
XXV.	Delhi-Umballa-Kalka	8,60,197	2·69	64·91	4,64,922	2·57	35·09	13,25,119	2·65	12,406	0·02
XXVI.	Tarkessur	2,76,363	5·28	90·70	28,347	5·76	9·30	3,04,710	5·32	1,450	0·03
	Total	11,36,560	3·05	69·73	4,93,269	2·66	30·27	16,29,829	2·92	13,856	0·02
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.										
XXVII.	Khámgaon	—	—	—	—	—	—	—	—	(*c*) 21,967	—
XXVIII.	Amráoti	—	—	—	—	—	—	—	—	(*c*) 42,795	—
XXX.	The Nizam's Guaranteed State (*i*)	8,87,505	3·80	27·79	23,06,463	5·26	72·21	31,93,[illegible]	4·75	62,917	0·09
XXXI.	The Gaekwar's Petlád	49,577	3·56	72·26	19,034	3·37	27·74	68,[illegible]	3·51	1,057	0·05
	Total	9,37,082	3·79	28·72	23,25,497	5·23	71·28	32,62,579	4·71	1,28,736	0·09
	LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.										
XXXIII.	Rájpura-Bhátinda	3,38,587	4·09	27·02	9,14,483	4·42	72·98	12,53,070	4·33	5,962	0·02
XXXIV.	Jammu and Kashmir (Native State section.)	—	—	—	—	—	—	—	—	(*c*) 17,555	—
	Total	3,38,587	4·09	27·02	9,14,483	4·42	72·98	12,53,070	4·33	23,517	0·02
	Total Standard gauge	5,93,15,972	3·28	32·32	12,42,28,128	4·76	67·68	18,35,44,100	4·15	47,99,913	0·09

(*a*) Including the Bhopal-Itarsi Railway.
(*b*) Included with the Rajputana-Malwa Railway (metre gauge).
(*c*) Represent amounts received by the State as rent from the working Railway.
(*d*) Expenditure incurred direct by the State.
(*e*) Including the Jammu and Kashmir Railway (Native State Section). The percentage of net earnings is for the North Western-(State) Railway only.
(*f*) Train mileage not recorded.
(*g*) Including branch lines worked, but excluding charges incurred direct by the State. The percentage of net earnings on capital outlay is for the Great Indian Peninsula Railway only.

No. 37.

per WEEK on the STANDARD and METRE GAUGE RAILWAYS during the Year ending the 31st December 1894.

Total Earnings, excluding Steamboat.			Steamboat Earnings.	Gross Earnings, including Steamboat.§			Working Expenses, including Steamboat Expenses, Rent of Leased Lines, and Contribution to Provident Fund.‖			Net Earnings.§		
Amount.	Per Mean Mile worked per Week‡	Per Train-Mile.	Amount.	Amount.	Per Train-Mile.	Per Cent. on Total Standard Gauge.	Amount.	Per Train-Mile.	Per Cent. on Gross Earnings.	Amount.	Per Train-Mile.	Per cent. on Total Capital Outlay on Open Line (Statement No 23 pages 108 and 109).
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
5,25,74,276	603·70	5·08	1,15,210	5,26,89,486	5·09	27·99	1,62,63,080	1·57	30·87	3,64,26,406	3·52	9·72
66,90,648	149·21	4·16	—	66,90,648	4·16	3·55	34,32,234	2·13	51·30	32,58,414	2·03	3·32
57,63,886	147·05	3·71	—	57,63,886	3·71	3·06	33,55,491	2·16	58·22	24,08,395	1·55	2·53
3,02,661	105·54	4·66	—	3,02,661	4·66	0·16	1,23,002	1·89	40·64	1,79,659	2·77	1·16
(c) 90,775	—	—	—	(c) 90,775	—	—	(d) 1,485	—	—	89,290	0·83	1·79
(c) 3,94,941	—	—	—	(c) 3,94,941	—	—	(d) 12,948	—	—	3,81,993	0·73	3·41
(c) 71,270	—	—	—	(c) 71,270	—	—	—	—	—	71,270	2·29	4·99
6,58,88,457	375·48	4·81	1,15,210	6,60,03,667	4·82	34·76	2,31,88,240	1·71	35·41	4,28,15,427	3·01	7·12
3,22,47,979	252·96	3·52	66,118	3,23,14,097	3·53	17·16	1,94,88,916	2·13	60·31	1,28,25,181	1·40	3·02
1,45,222	47·41	2·25	—	1,45,222	2·25	0·08	1,09,160	1·69	75·17	36,062	0·56	2·09
1,05,18,836	261·82	3·43	—	1,05,18,836	3·43	5·59	47,82,697	1·56	45·47	57,36,139	1·87	5·58
80,14,445	620·64	4·69	3,57,398	83,71,843	4·90	4·45	33,76,299	1·98	40·33	49,95,544	2·92	8·36
8,20,179	126·17	2·68	—	8,20,179	2·68	0·44	4,99,686	1·63	60·92	3,20,493	1·05	3·16
3,23,373	999·79	(f)	—	3,23,373	(f)	0·17	1,85,318	(f)	57·31	1,38,055	(f)	2·35
14,58,160	96·71	2·79	22,518	14,80,678	2·83	0·78	13,29,757	2·54	89·81	1,50,921	0·29	0·45
5,35,28,194	260·43	3·59	4,46,034	5,39,74,228	3·62	28·67	2,97,71,833	2·00	55·16	2,42,02,395	1·62	3·79
3,62,74,296	468·10	3·95	—	3,62,74,296	3·95	19·27	2,00,17,713	2·18	55·18	1,62,56,583	1·77	5·82
1,59,48,484	665·44	6·47	—	1,59,48,484	6·47	8·47	58,77,510	2·39	36·85	1,00,70,974	4·08	10·22
1,03,92,995	236·50	4·09	—	1,03,92,995	4·09	5·52	54,15,859	2·13	52·11	49,77,136	1·96	4·11
6,26,15,775	430·64	4·42	—	6,26,15,775	4·42	33·26	3,13,11,082	2·21	50·01	3,13,04,693	2·3	6·28
13,37,525	159·37	2·67	—	13,37,525	2·67	0·71	6,42,012	1·28	48·00	6,95,513	1·39	4·48
3,06,160	264·85	5·35	—	3,06,160	5·35	0·16	1,49,891	2·62	48·96	1,56,269	2·73	8·94
16,43,685	172·14	2·94	—	16,43,685	2·94	0·87	7,91,903	1·42	48·18	8,51,782	1·52	4·93
(c) 21,967	—	—	—	(c) [illegible]	—	—	—	—	—	21,967	1·81	4·52
(c) 42,795	—	—	—	(c) 42,795	—	—	(d) 885	—	—	41,910	1·88	9·33
32,56,885	176·58	4	—	32,56,885	4·84	1·73	16,34,857	2·43	50·20	16,22,028	2·41	4·03
69,668	100·36	3	—	69,668	3·56	0·04	25,631	1·31	36·79	44,037	2·25	6·09
33,91,315	164·61	4·81	—	33,91,315	4·81	1·77	16,61,373	2·40	49·92	17,29,942	2·38	4·13
12,59,032	224·32	4·35	—	12,59,032	4·35	0·67	6,92,468	2·39	55·00	5,66,564	1·96	8·45
(c) 17,555	—	—	—	(c) 17,555	—	—	—	—	—	17,555	0·70	1·83
12,76,587	224·32	4·35	—	12,76,587	4·35	0·67	6,92,468	2·39	55·00	5,84,119	1·86	7·62
18,83,44,013	335·64	4·24	5,61,244	18,89,05,257	4·26	100·00	8,74,16,899	1·98	46·28	10,14,88,358	2·30	5·62

(h) Including the Kolar Gold-fields railway.
(i) Including the Bezwada extension. The percentage of net earnings on capital outlay is for the Nizam's Guaranteed State Railway only.

* *See also* Statements Nos. 27 and 34.
† *See also* Statements Nos. 27 and 35.
‡ *See also* Statement sNos. 25 and 27 and paragraph 9 of Chapter VIII.
§ *See also* Statement No. 27.
‖ *See also* Statements Nos. 27 and 38.

STATEMENT

GROSS EARNINGS, WORKING EXPENSES, and NET EARNINGS per TRAIN-MILE, also the GROSS EARNINGS per MILE per

Serial Number.	Railway.	Coaching Earnings.*			Goods Earnings.†			Total Traffic Earnings.		Sundries, including Electric Telegraph.	
		Amount.	Per Passenger Train-Mile.	Per Cent. on Total Traffic Earnings.	Amount.	Per Goods Train-Mile.	Per Cent. on Total Traffic Earnings.	Amount.	Per Train-Mile.	Amount.	Per Train-Mile.
	Metre Gauge.										
	STATE LINES WORKED BY COMPANIES.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
XXXVII.	Bengal and North-Western :— Tirhoot section - - Company's section - -	22,31,219	2·89	45·36	26,87,731	2·93	54·64	49,18,950	2·91	2,04,939	0·12
			(*a*)			(*a*)					
XXXIX.	Rajputana-Malwa - - -	69,56,738	3·24	28·44	1,75,02,774	3·55	71·56	2,44,59,512	3·45	3,82,027	0·05
XL.	Pálanpur Deesa - -	19,838	2·74	53·08	17,538	2·18	46·92	37,376	2·44	168	0·01
XLI.	Southern Mahratta (*b*) - -	32,91,550	2·46	41·98	45,50,018	2·40	58·02	78,41,568	2·42	1,45,879	0·05
XLIV.	South Indian (*c*) - -	43,10,095	2·90	54·13	36,52,449	2·19	45·87	79,62,544	2·52	1,11,973	0·04
XLV.	Máyavaram-Mutupet - -	1,23,217	2·17	75·69	39,583	1·01	24·31	1,62,800	1·69	660	0·01
	Total - -	1,69,32,657	2·91	37·31	2,84,50,093	2·99	62·69	4,53,82,750	2·97	8,45,646	0 05
	STATE LINES WORKED BY THE STATE.										
XLVII.	Eastern Bengal (State) :— Northern and Behar sections, (including the Kaunia-Dharlla 2′ 6″ gauge branch).	19,13,304	3·38	40·63	27,96,366	3·31	59·37	47,09,670	3·34	52,347	0·04
	Dacca section - -	3,43,493	2·92	70·26	1,45,382	2·11	29·74	4,88,880	2·62	12,574	0·07
XLVIII.	Burma (State) - - -	33,04,584	3·59	54·01	28,13,488	2·94	45·99	61,18,072	3·26	1,21,220	0·06
	Total - -	55,61,386	3·46	49·14	57,55,236	3·07	50·86	1,13,16,622	3·25	1,86,141	0·05
	ASSISTED COMPANIES.										
LI.	Deoghur - - -	25,922	—	88·38	3,407	—	11·62	29,329	2·11	96	0·01
LII.	Rohilkund and Kumaon (Company's section) (*d*).	5,41,969	3·14	41·80	7,54,782	2·10	58·21	12,96,751	2·44	1,34,832	0·25
LIII.	Bengal Dooars - - -	37,248	1·70	19·60	1,52,838	5·35	80·40	1,90,086	3·76	6,439	0·13
LIV.	Dibru-Sadiya - - -	1,05,458	2·79	20·79	4,01,828	2·74	79·21	5,07,286	2·75	24,359	0·13
	Total - - -	7,10,597	3·06	35·12	13,12,855	2·45	64·88	20,23,452	2·59	1,65,726	0·21
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.										
LVII.	The Gaekwar's Mehsána -	1,62,456	2·96	43·07	2,14,766	[illegible]	[illegible]	3,77,222	3·17	2,750	0·02
	Total - -	1,62,456	2·96	43·07	[illegible]	[illegible]	[illegible]	3,77,222	3·17	2,750	0·02
	LINES OWNED AND WORKED BY NATIVE STATES.										
LXI.	Jodhpore-Bickaneer :— Jodhpore section - -	4,55,497	3·07	42·69	6,11,452	3·31	57·31	10,66,949	3·21	14,207	0·04
	Bickaneer section - -	36,837	1·97	50·88	35,560	2·68	49·12	72,397	3·26	7,876	0·25
LXII.	Bhávnagar - Gondal - Junágarh-Porbandar (*f*).	10,65,430	3·37	54·52	8,88,872	3·42	45·48	19,54,302	3·39	41,541	0·07
	Total - -	15,57,764	3·23	50·35	15,35,884	3·35	49·65	30,93,648	3·29	63,624	0·07
	FOREIGN LINE.										
LXVI.	West of India Portuguese -	65,011	1·40	16·23	3,35,427	4·78	83·77	4,00,438	3·43	13,381	0·12
	Total -	65,011	1·40	16·23	3,35,427	4·78	83·77	4,00,438	3·43	13,381	0·12
	Total metre gauge - -	2,49,89,871	3·03	39·92	3,76,04,261	3·00	60·08	6,25,94,132	3·02	12,77,268	0·06

(*a*) Including the Godhra-Rutlam Railway (standard gauge).
(*b*) Including the Guntakal-Mysore Frontier, Southern Mahratta Railway (Mysore Section), Kolhápur, Yesvantpur-Mysore Frontier, and Mysore Nanjangúd Railways.
(*c*) Including the Pondicherry Railway.
(*d*) Including Rs. 18,425 on account of the Pondicherry Railway.
(*e*) Including the Rohilkund and Kumaon Railway (Lucknow-Bareilly Section).
(*f*) Including the Jetalsar-Rajkot Railway.
(*g*) Harbour earnings

No. 37—*concluded.*

WEEK on the STANDARD and METRE GAUGE RAILWAYS during the Year ending the 31st December 1894—*concluded.*

Total Earnings excluding Steamboat.			Steamboat Earnings.	Gross Earnings, including Steamboat.§			Working Expenses, including Steamboat Expenses, Rent of Leased Lines, and Contribution to Provident Fund.‖			Net Earnings.§		
Amount.	Per Mean-Mile worked per Week.‡	Per Train-Mile.	Amount.*	Amount.	Per Train-Mile.	Per Cent. on Total Metre Gauge.	Amount.	Per Train-Mile.	Per Cent. on Gross Earnings.	Amount.	Per Train-Mile.	Per cent. on Total Capital Outlay on Open Line (Statement No. 23, pages 98-100).
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
51,23,889	130·29	3·03	4,35,658	55,59,547	3·29	8·57	23,23,359	1·38	41·79	32,36,188	1·91	6·03
2,48,41,539	285·37	3·50	—	2,48,41,539	3·50	38·29	94,87,375	1·34	38·19	1,53,54,164	2·16	11·65
37,544	41·78	2·45	—	37,544	2·45	0·06	14,399	0·94	38·35	23,145	1·51	5·79
79,87,447	98·70	2·47	—	79,87,447	2·47	12·31	52,49,852	1·62	65·73	27,37,595	0·85	2·26
80,74,517	147·98	2·56	—	80,74,517	2·56	12·45	47,63,530	1·51	58·99	(*d*)33,10,987	1·05	4·30
1,63,460	103·41	1·70	—	1,63,460	1·70	0·25	1,00,518	1·05	61·49	62,942	0·65	2·65
4,62,28,396	174·53	3·02	4,35,658	4,66,64,054	3·05	71·93	2,19,39,033	1·43	47·01	2,47,25,021	1·62	6·41
47,62,017	191·36	3·38	3,80,412	51,42,429	3·64	7·93	20,12,755	1·42	39·14	31,29,674	2·22	7·88
5,01,454	112·24	2·69	—	5,01,454	2·69	0·77	2,73,113	1·46	54·46	2,28,341	1·23	3·41
62,39,292	163·81	3·32	48,062	62,87,354	3·35	9·69	39,64,026	2·11	63·05	23,23,328	1·24	3·58
1,15,02,763	170·56	3·30	4,28,474	1,19,31,237	3·43	18·39	62,49,894	1·80	52·38	56,81,343	1·63	5·11
29,425	118·13	2·12	—	29,425	2·12	0·04	19,766	1·42	67·17	9,659	0·70	3·36
14,31,583	98·72	2·69	—	14,31,583	2·69	2·21	8,19,089	1·54	57·22	6,12,494	1·15	5·74
1,96,525	109·55	3·89	8,761	2,05,286	4·07	0·32	1,00,995	2·00	49·20	1,04,291	2·07	4·57
5,31,645	131·92	2·88	—	5,31,645	2·88	0·82	3,35,913	1·82	63·18	1,95,732	1·06	2·70
21,89,178	106·40	2·80	8,761	21,97,939	2·81	3·39	12,75,763	1·63	58·04	9,22,176	1·18	4·49
3,79,972	78·89	3·19	—	[redacted]		0·58	1,43,585	1·21	37·79	2,36,387	1·99	7·64
3,79,972	78·89	3·19	—	[redacted]		0·58	1,43,585	1·21	37·79	2,36,387	1·99	7·64
10,81,156	64·87	3·25	—	10,81,156	3·25	1·67	4,11,783	1·24	38·09	6,69,373	2·01	10·38
80,273	35·48	2·51	—	80,273	2·51	0·12	39,826	1·24	49·61	40,447	1·27	4·17
19,95,843	100·95	3·46	—	19,95,843	3·46	3·08	11,43,356	1·98	57·29	8,52,487	1·48	4·52
31,57,272	81·59	3·36	—	31,57,272	3·36	4·87	15,94,965	1·70	50·52	15,62,307	1·66	5·94
4,13,819	156·04	3·55	(*g*) 1,29,854	5,43,673	4·66	0·84	4,24,341	3·64	78·05	†1,19,332	1·02	0·73
4,13,819	156·04	3·55	1,29,854	5,43,673	4·66	0·84	4,24,341	3·64	78·05	1,19,332	1·02	0·73
6,38,71,400	160·06	3·08	10,02,747	6,48,74,147	3·13	100·00	3,16,27,581	1·53	48·75	3,32,46,566	1·60	5·90

* See also Statements Nos. 27 and 34.
‡ See also Statements Nos. 25 and 27 and paragraph 9 of Chapter VIII.
‖ See also Statements Nos. 27 and 38.
† See also Statements Nos. 27 and 35.
§ See also Statement No. 27.

STATEMENT

WORKING EXPENSES in detail on the STANDARD and METRE GAUGE

Serial Number.	Railway.	Mean Mileage worked. (From Statement No. 33. pages 141 to 143.)	Maintenance of Way, Works, and Stations.			Locomotive.			Carriage and Waggon.			Traffic.		
			Amount.	Per Train-Mile.	Per cent. on Gross Earnings.	Amount.	Per Train-Mile.	Per cent. on Gross Earnings.	Amount.	Per Train-Mile.	Per cent. on Gross Earnings.	Amount.	Per Train-Mile.	Per cent. on Gross Earnings.
	Standard Gauge.	Miles.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
	STATE LINES WORKED BY COMPANIES.													
I.	East Indian (*a*) - -	1,674·75	47,54,978	0·44	8·80	43,71,071	0·40	8·09	13,54,494	0·12	2·51	30,59,109	0·29	5·66
II.	Bengal-Nágpur - -	862·33	11,15,197	0·69	16·67	8,38,208	0·52	12·53	2,02,891	0·13	3·03	5,01,645	0·31	3·03
III.	Indian Midland (*c*) - -	753·78	8,32,637	0·53	14·45	10,07,224	0·65	17·47	2,46,122	0·16	4·27	4,90,848	0·32	8·52
V.	Godhra-Rutlam - - -	55·15	13,487	0·21	4·46	63,967	0·98	21·13	10,550	0·16	3·49	18,665	0·29	6·17
VI.	Wardha Coal - - -	(44·88)	—	—	—	—	—	—	—	—	—	—	—	—
VII.	Dhond-Manmád - -	(145·44)	—	—	—	—	—	—	—	—	—	—	—	—
	Total - - -	3,346·01	67,16,299	0·48	10·06	62,80,470	0·45	9·40	18,14,057	0·13	2·72	40,70,267	0·29	6·09
	STATE LINES WORKED BY THE STATE.													
X.	North-Western (State) (*e*) -	2,451·62	65,53,609	0·71	20·28	67,57,886	0·74	20·91	20,85,954	0·23	6·46	24,52,244	0·27	7·59
XI.	Hyderabad-Shadipalli - -	58·91	43,199	0·67	29·75	32,375	0·50	22·29	10,129	0·16	6·98	12,972	0·20	8·93
XII.	Oudh and Rohilkhand (State)	272·60	14,64,921	0·48	13·93	13,24,815	0·43	12·60	6,16,564	0·20	5·86	7,64,441	0·25	7·27
XIII.	Eastern Bengal (State) -	248·33	7,27,224	0·43	8·69	6,96,753	0·41	8·32	3,89,666	0·23	4·66	7,98,330	0·47	9·54
XIV.	Bengal Central - - -	125·01	1,11,902	0·36	13·64	1,06,388	0·35	12·97	46,599	0·15	5·68	1,09,338	0·36	13·33
XV.	Calcutta Port Commissioners	6·22	21,379	(*g*)	6·61	27,169	(*g*)	8·40	9,822	(*g*)	3·04	1,04,578	(*g*)	32·34
XVI.	East Coast (State) - - -	289·96	3,63,065	0·69	24·53	4,73,484	0·91	31·98	56,332	0·11	3·80	2,36,140	0·45	15·95
	Total - -	3,952·65	92,85,299	0·63	17·20	94,18,870	0·63	17·45	32,15,066	0·21	5·96	44,78,543	0·30	8·30
	LINES WORKED BY GUARANTEED COMPANIES.													
XXII.	Great Indian Peninsula (*h*) -	1,490·23	50,81,351	0·56	14·01	74,66,224	0·81	20·58	17,18,825	0·19	4·74	31,10,406	0·34	8·57
XXIII.	Bombay, Baroda, and Central India.	460·90	12,98,866	0·53	8·14	22,86,580	0·93	14·34	5,81,923	0·24	3·65	8,93,820	0·36	5·60
XXIV.	Madras (*i*) - - -	845·08	11,78,523	0·46	11·34	19,28,389	0·76	18·55	7,17,817	0·28	6·91	8,76,741	0·35	8·44
	Total - - -	2,796·21	75,58,740	0·53	12·07	1,16,81,193	0·82	18·66	30,18,565	0·21	4·82	48,80,967	0·35	7·79
	ASSISTED COMPANIES.													
XXV.	Delhi-Umballa-Kalka -	161·40	Details included with the East Indian Railway.						—	—	—	—	—	—
XXVI.	Tarkessur - - -	22·23	26,964	0·47	8·81	24,736	0·43	8·08	7,601	0·13	2·48	17,235	0·30	5·63
	Total - -	183·63	26,964	0·47	8·81	24,736	0·43	8·08	7,601	0·13	2·48	17,235	0·30	5·63
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.													
XXVIII.	Amráoti - - -	(5·44)	—	—	—	—	—	—	—	—	—	—	—	—
XXX.	The Nizam's Guaranteed State (*j*).	354·70	5,14,590	0·76	15·80	3,95,328	0·58	12·14	98,337	0·15	3·02	2,33,620	0·35	7·17
XXXI.	The Gaekwar's Petlád - -	13·35	5,796	0·30	8·32	10,118	0·52	14·52	2,593	0·13	3·72	3,951	0·20	5·67
	Total - - -	368·05	5,20,386	0·75	15·64	4,05,446	0·59	12·19	1,00,930	0·15	3·04	2,37,571	0·34	7·14
	LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.													
XXXIII.	Rájpura-Bhátinda - -	107·94	1,88,005	0·65	14·93	2,49,911	0·86	19·85	78,180	0·27	6·21	1,00,131	0·35	7·95
	Total - - -	107·94	1,88,005	0·65	14·93	2,49,911	0·86	19·85	78,180	0·27	6·21	1,00,131	0·35	7·95
	Total Standard Gauge -	10,754·49	2,42,95,693	0·55	12·86	2,80,60,626	0·64	14·86	82,34,399	0·19	4·36	1,37,84,714	0·31	7·30

(*a*) Including the Delhi-Umballa-Kalka Railway in the case of details only and foreign lines worked over.
(*b*) Excluding the working expenses of the Delhi-Umballa-Kalka Railway (Rs. 6,42,012).
(*c*) Including the Bhopál-Itársi Railway and foreign lines worked over.
(*d*) Expenditure incurred direct by the State.
(*e*) Including the Jammu and Kashmir Railway (Native State Section) and foreign lines worked over.
(*f*) Including Rs. 17,555 on account of rent of leased lines.
(*g*) Train-mileage not recorded.
N.B.—The mileages shown within parentheses are not included in the totals.

No. 38.

RAILWAYS during the Year ending the 31st December 1894.

General.			Steamboat.			Special and Miscellaneous, including Rent of Leased Lines and contribution to Provident Fund.			Total.			Railway.	Serial Number.
Amount.	Per Train-Mile.	Per cent. on Gross Earnings.	Amount.	Per Train-Mile.	Per cent. on Gross Earnings.	Amount.	Per Train-Mile.	Per cent. on Gross Earnings.	Amount.*	Per Train-Mile.*	Per cent. on Gross Earnings.†		
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		*Standard Gauge.* STATE LINES WORKED BY COMPANIES.	
19,10,392	0·18	3·54	86,613	0·01	0·16	13,68,435	0·12	2·53	1,62,63,080 (b)	1·57	30·87	East Indian (a) -	I.
6,29,483	0·39	9·41	—	—	—	1,44,810	0·09	2·16	34,32,234	2·13	51·30	Bengal-Nágpur -	II.
5,07,122	0·33	8·80	—	—	—	2,71,538	0·17	4·71	33,55,491	2·16	58·22	Indian Midland (c) -	III.
12,357	0·19	4·08	—	—	—	3,976	0·06	1·31	1,23,002	1·89	40·64	Godhra-Ratlam - -	V.
(d) 1,485	—	—	—	—	—	—	—	—	(d) 1,485	—	—	Wardha Coal - -	VI.
(d) 12,948	—	—	—	—	—	—	—	—	(d) 12,948	—	—	Dhond-Manmád -	VII.
30,73,787	0·22	4·58	86,613	0·01	0·13	17,88,759	0·13	2·68	2,31,88,240	1·71	35·41	Total.	
												STATE LINES WORKED BY THE STATE.	
12,03,935	0·13	3·73	84,621	0·01	0·26	(f) 3,50,667	0·04	1·08	1,94,88,916	2·13	60·31	North-Western (State) (e).	X.
8,269	0·13	5·69	—	—	—	2,216	0·03	1·53	1,09,160	1·69	75·17	Hyderabad-Shadipalli	XI.
4,05,449	0·13	3·85	—	—	—	2,06,507	0·07	1·96	47,82,697	1·56	45·47	Oudh and Rohilkhand (State).	XII.
3,00,337	0·17	3·59	2,84,015	0·17	3·39	1,79,474	0·10	2·14	33,76,299	1·98	40·33	Eastern Bengal (State)	XIII.
1,07,584	0·35	13·12	—	—	—	17,875	0·06	2·18	4,99,686	1·63	60·92	Bengal Central -	XIV.
12,589	(g)	3·89	—	—	—	9,781	(g)	3·03	1,85,318	(g)	57·31	Calcutta Port Commissioners.	XV.
1,33,598	0·26	9·02	37,606	0·07	2·52	29,832	0·05	2·01	13,29,757	2·54	89·81	East Coast (State) -	XVI.
21,71,761	0·15	4·02	4,05,942	0·03	0·75	7,96,352	0·05	1·48	2,97,71,833	2·00	55·16	Total.	
												LINES WORKED BY GUARANTEED COMPANIES.	
13,96,124	0·15	3·85	—	—	—	12,44,783	0·13	3·43	2,00,17,713	2·18	55·18	Great Indian Peninsula (h).	XXII.
5,75,523	0·23	3·61	—	—	—	2,40,798	0·10	1·51	58,77,510	2·39	36·85	Bombay, Baroda, and Central India.	XXIII.
5,69,912	0·22	5·48	—	—	—	1,44,477	0·06	1·39	54,15,859	2·13	52·11	Madras (i) - -	XXIV.
25,41,559	0·18	4·06	—	—	—	16,30,058	0·12	2·61	3,13,11,082	2·21	50·01	Total.	
												ASSISTED COMPANIES.	
—	—	—	—	—	—	—	—	—	6,42,012	1·28	48·00	Delhi-Umballa-Kalka	XXV.
11,223	0·20	3·67	—	—	—	62,132	1·09	20·29	1,49,891	2·62	48·96	Tarkessur - -	XXVI.
11,223	0·20	3·67	—	—	—	[illegible]	1·09	20·29	7,91,903	1·42	48·18	Total.	
												LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.	
(d) 885	—		—	—	—	—	—	—	(d) 885	—	—	Amráoti - - -	XXVIII
2,93,595	0·44	9·02	—	—	—	(k) 99,387	0·15	3·05	16,34,857	2·43	50·20	The Nizam's Guaranteed State (j).	XXX.
2,557	0·13	3·67	—	—	—	616	0·03	0·89	25,631	1·31	36·79	The Gaekwar's Petlád	XXXI.
2,97,037	0·43	8·90	—	—	—	1,00,003	0·14	3·01	16,61,373	2·40	49·92	Total - -	
												LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.	
59,137	0·20	4·70	—	—	—	17,104	0·06	1·36	6,92,468	2·39	55·00	Rájpura-Bhátinda -	XXXIII
59,137	0·20	4·70	—	—	—	17,104	0·06	1·36	6,92,468	2·39	55·00	Total.	
81,54,504	0·18	4·31	4,92,555	0·01	0·26	43,94,408	0·10	2·33	8,74,16,899	1·98	46·28	Total Standard Gauge.	

(h) Including the Wardha Coal, Dhond-Manmád, Khamgáon, and Amráoti railways, but excluding the charges incurred direct by the State.
(i) Including the Kolar Goldfields Railway.
(j) Including the Bezwada extension.
(k) Including Rs. 71,720 on account of rent of leased lines.
* *See* also Statements Nos. 27 and 37.
† *See* also Statements Nos. 27 and 37 and paragraph 9 of Chapter VIII.

STATEMENT

WORKING EXPENSES in detail on the several STANDARD and METRE GAUGE

Serial Number.	Railway.	Mean Mileage worked. (From Statement No. 33, pages to .)	Maintenance of Way, Works, and Stations.			Locomotive.			Carriage and Waggon.			Traffic.		
			Amount.	Per Train-Mile.	Per cent. on Gross Earnings.	Amount.	Per Train-Mile.	Per cent. on Gross Earnings.	Amount.	Per Train-Mile.	Per cent. on Gross Earnings.	Amount.	Per Train-Mile.	Per cent. on Gross Earnings.
	Metre Gauge. STATE LINES WORKED BY COMPANIES.	Miles.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
XXXVII.	Bengal and North-Western—													
	Tirhoot section - -	756·30	5,94,190	0·35	10·69	4,67,402	0·28	8·41	1,26,109	0·08	2·27	4,39,992	0·26	7·91
	Company's section - -													
XXXIX.	Rajputana-Malwa - -	1,674·02	15,70,690	0·22	6·32	39,70,744	0·56	15·98	9,95,153	0·14	4·01	15,40,640	0·22	6·20
XL.	Pálanpur-Deesa - - -	17·28	2,371	0·16	6·31	6,040	0·39	16·09	1,511	0·10	4·02	2,339	0·15	6·23
XLI.	Southern Mahratta (*a*) -	1,556·24	13,82,501	0·42	17·31	17,71,220	0·55	22·18	3,79,308	0·12	4·75	8,34,315	0·26	10·44
XLIV.	South Indian (*b*) - -	1,049·31	10,50,873	0·33	13·02	17,40,306	0·55	21·55	6,17,960	0·20	7·65	6,99,575	0·22	8·66
XLV.	Máyavaram-Mutupet - -	40·53	18,152	0·19	11·10	34,730	0·36	21·25	11,941	0·12	7·31	13,850	0·14	8·47
	Total - - -	5,093·68	46,18,777	0·30	9·90	79,90,442	0·52	17·12	21,31,982	0·14	4·57	35,30,731	0·23	7·56
	STATE LINES WORKED BY THE STATE.													
XLVII.	Eastern Bengal (State)—													
	Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch).	478·55	4,27,875	0·30	8·32	4,80,176	0·34	9·34	1,20,093	0·08	2·33	4,04,019	0·29	7·86
	Dacca section - -	85·92	89,593	0·48	17·87	63,957	0·34	12·75	21,976	0·12	4·38	63,659	0·34	12·69
XLVIII.	Burma (State) - - -	732·48	11,79,099	0·63	18·75	11,48,973	0·61	18·27	3,93,221	0·21	6·25	7,05,150	0·37	11·22
	Total - - -	1,296·95	16,96,567	0·49	14·22	16,93,106	0·49	14·19	5,35,290	0·15	4·49	11,72,828	0·34	9·83
	ASSISTED COMPANIES.													
LI.	Deoghur - - -	4·79	3,941	0·28	13·39	5,651	0·41	19·21	1,988	0·14	6·76	5,265	0·38	17·89
LII.	Rohilkund and Kumaon (Company's Section) (*c*).	278·88	2,10,312	0·39	14·69	1,90,716	0·36	13·32	49,169	0·09	3·44	1,32,539	0·25	9·26
LIII.	Bengal Dooars - - -	34·50	6,086	0·12	2·96	24,919	0·50	12·14	3,548	0·07	1·73	20,308	0·40	9·89
LIV.	Dibru-Sadiya - - -	77·50	94,754	0·51	17·82	68,515	0·37	12·89	53,513	0·29	10·06	36,900	0·20	6·94
	Total - -	395·67	3,15,093	0·40	14·34	2,89,801	0·37	13·19	1,08,218	0·14	4·92	1,95,012	0·25	8·87
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.													
LVII.	The Gaekwar's Mehsána -	92·63	23,739	0·20	6·25	60,568	0·51	15·94	14,890	0·13	3·92	23,250	0·19	6·12
	Total - - -	92·63	23,739	0·20	6·25	60,568	0·51	15·94	14,890	0·13	3·92	23,250	0·19	6·12
	LINES OWNED AND WORKED BY NATIVE STATES.													
LXI.	Jodhpore-Bickaneer :—													
	Jodhpore section - -	320·50	1,06,507	0·32	9·85	1,87,077	0·56	17·30	14,106	0·04	1·31	56,475	0·17	5·22
	Bickaneer section - -	43·50	11,247	0·35	14·01	17,311	0·54	21·56	1,295	0·04	1·61	6,027	0·19	7·51
LXII.	Bhávnagar - Gondal - Junágarh-Porbandar (*d*).	380·21	4,03,813	0·70	20·23	2,88,653	0·50	14·46	57,923	0·10	2·90	2,04,778	0·35	10·26
	Total - - -	744·21	5,21,567	0·56	16·52	4,93,041	0·52	15·62	73,324	0·08	2·32	2,67,280	0·28	8·47
	FOREIGN LINE.													
LXVI.	West of India Portuguese -	51·00	70,412	0·60	12·95	97,614	0·84	17·96	19,641	0·17	3·61	54,083	0·46	9·95
	Total - - -	51·00	70,412	0·60	12·95	97,614	0·84	17·96	19,641	0·17	3·61	54,083	0·46	9·95
	Total Metre Gauge -	7,674·14	72,46,155	0·35	11·17	1,06,24,572	0·51	16·38	28,83,345	0·14	4·44	52,43,164	0·26	8·08

(*a*) Including the Guntakal-Mysore Frontier, Southern Mahratta (Mysore section) Kolhápur, Yesvantpur-Mysore Frontier, and Mysore-Nanjangúd Railways.
(*b*) Including the Pondicherry Railway.
(*c*) Including the Rohilkund and Kumaon Railway (Lucknow-Bareilly section).

No. 38—*concluded.*

RAILWAYS during the YEAR ending the 31st December 1894—*concluded.*

General.			Steamboat.			Special and Miscellaneous, including the Rent of Leased Lines and contribution to Provident Fund.			Total.			Railway.	Serial Number.
Amount.	Per Train-Mile.	Per cent. on Gross Earnings.	Amount.	Per Train-Mile.	Per cent. on Gross Earnings.	Amount.	Per Train-Mile.	Per cent. on Gross Earnings.	Amount.*	Per Train-Mile.*	Per cent. on Gross Earnings.†		
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		*Metre Gauge.* STATE LINES WORKED BY COMPANIES.	
												Bengal and North-Western—	XXXVII.
4,08,839	0·24	7·35	1,85,621	0·11	3·34	1,01,206	0·06	1·82	23,23,359	1·38	41·79	Tirhoot section. / Company's section.	
12,44,168	0·18	5·01	—	—	—	1,65,980	0·02	0·67	94,87,375	1·34	38·19	Rajputana-Malwa -	XXXIX.
1,887	0·12	5·03	—	—	—	251	0·02	0·67	14,399	0·94	38·35	Pálanpur-Deesa -	XL.
8,12,166	0·25	10·17	—	—	—	70,342	0·02	0·88	52,49,852	1·62	65·73	Southern Mahratta (*a*)	XLI.
5,91,295	0·19	7·32	—	—	—	63,521	0·02	0·79	47,63,530	1·51	58·99	South Indian (*b*) -	XLIV.
12,182	0·13	7·45	—	—	—	9,663	0·11	5·91	1,00,518	1·05	61·49	Máyavaram-Mutupet -	XLV.
30,70,537	0·20	6·58	1,85,621	0·01	0·40	4,10,963	0·03	0·88	2,19,39,033	1·43	47·01	Total.	
												STATE LINES WORKED BY THE STATE.	
2,22,082	0·16	4·32	3,01,645	0·21	5·86	56,865	0·04	1·11	20,12,755	1·42	39·14	Eastern Bengal (State)— Northern and Behar sections (including the Kaunia-Dharla, 2′ 6″ gauge branch).	XLVII.
25,490	0·14	5·08	—	—	—	8,438	0·04	1·69	2,73,113	1·46	54·46	Dacca section.	
4,00,176	0·21	6·37	71,955	0·04	1·14	65,452	0·04	1·05	39,64,026	2·11	63·05	Burma (State) - -	XLVIII.
6,47,748	0·18	5·43	3,73,600	0·11	3·13	1,30,755	0·04	1·09	62,49,894	1·80	52·38	Total.	
												ASSISTED COMPANIES.	
2,755	0·20	9·36	—	—	—	166	0·01	0·56	19,766	1·42	67·17	Deoghur - - -	LI.
1,53,149	0·29	10·70	—	—	—	83,204	0·16	5·81	8,19,089	1·54	57·22	Rohilkund and Kumaon (Company's section) (*c*).	LII.
25,462	0·50	12·40	20,044	0·40	9·77	628	0·01	0·31	1,00,995	2·00	49·20	Bengal Dooars - -	LIII.
80,707	0·44	15·18	—	—	—	1,524	0·01	0·29	3,35,913	1·82	63·18	Dibru-Sadiya - -	LIV.
2,62,073	0·33	11·92	20,044	0·03	0·91	85,522	0·11	3·89	12,75,763	1·63	58·04	Total.	
												LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	
18,702	0·16	4·92	—	—	—	2,436	0·02	0·64	1,43,585	1·21	37·79	The Gaekwar's Mehsána.	LVII.
18,702	0·16	4·92	—	—	—	2,436	0·02	0·64	1,43,585	1·21	37·79	Total.	
												LINES OWNED AND WORKED BY NATIVE STATES.	
36,642	0·11	3·[illegible]	—	—	—	10,976	0·04	1·02	4,11,783	1·24	38·09	Jodhpore-Bickaneer— Jodhpore section.	LXI.
3,814	0·12	4·75	—	—	—	132	—	0·17	39,826	1·24	49·61	Bickaneer section.	
1,95,478	0·34	9·80	—	—	—	—7,289	—0·01	—0·36	11,43,356	1·98	57·29	Bhávnagar - Gondal-Junágarh-Porbandar (*d*).	LXII.
2,35,934	0·25	7·47	—	—	—	3,819	0·01	0·12	15,94,965	1·70	50·52	Total.	
												FOREIGN LINES.	
1,01,055	0·87	18·59	(*e*) 66,506	0·57	12·23	15,030	0·13	2·76	4,24,341	3·64	78·05	West of India Portuguese.	LXVI.
1,01,055	0·87	18·59	66,506	0·57	12·23	15,030	0·13	2·76	4,24,341	3·64	78·05	Total.	
43,36,049	0·21	6·86	6,45,771	0·03	1·00	6,48,525	0·03	1·00	3,16,27,581	1·53	48·75	Total Metre Gauge.	

(*d*) Including the Jetalsar-Rájkot Railway.
(*e*) Harbour charges.
* *See* also Statements Nos. 27 and 37.
† *See* also Statements Nos. 27 and 37 and paragraph 9 of Chapter VIII.

CHAPTER X.

RATES AND FARES.

Revised Rates for the Carriage of Coal and Railway Materials.—The Bombay, Baroda, and Central India Railway (including the Rajputana-Malwa Railway) adopted, with effect from the 1st November 1894, rates for the carriage of coal, coke, and patent fuel, approximating very closely to those prescribed in Government of India Circular No. 17, Railway, dated the 30th October 1891. The rates on the East Indian Railway are being revised.

2. With the exception of the foregoing, nothing further of importance has occurred in regard to rates since the publication of last year's report, and the remarks given in paragraph 1 thereof apply also to the period under review.

3. *Ordinary Passenger Fares and Goods Rates.*—Statement No. 39 on pages 170 to 173 shows the ordinary passenger fares and goods rates in force on the standard and metre gauge railways on the 31st December 1894.

4. *Alterations in Rates and Fares.*—Particulars of the chief alterations made in the coaching fares and goods rates during the year under review are given below. In taking their equivalents in English money and weight, the rupee has been converted at 1*s.* 4*d.* (1 anna = 1 penny), and a ton has been taken as equal to 27·22 maunds.

Coaching Fares.

East Indian Railway System (Standard Gauge).

5. From the 1st October 1894, the intermediate-class single journey fare was reduced from 4½ to 3½ pies (0·375 to 0·292*d.*) per mile.

With the object of developing traffic in season tickets, the fares for the intermediate and third classes for monthly suburban tickets between Howrah and stations, Bhadreswar to Burdwan, inclusive, were reduced.

The fares for through passengers between Howrah and Bombay *viâ* Jabbulpore were reduced in competition with the fares quoted by the Bengal-Nágpur Railway for through traffic between Howrah and Bombay *viâ* that line.

Bengal-Nágpur Railway (Standard Gauge).

6. With effect from the 1st September 1894, the double journey first-class fare between Asansol and Nágpur was reduced from Rs. 88-4-0 (5*l.* 17*s.* 8*d.*) to Rs. 78-6-0 (5*l.* 4*s.* 6*d.*)

From the 1st December 1894, the first, second, and third class (servants only) single journey fares were reduced from Rs. 47-2-0 (3*l.* 2*s.* 10*d.*), Rs. 23-9-0 (1*l.* 11*s.* 5*d.*), and Rs. 6-8-0 (8*s.* 8*d.*) to Rs. 39-3-0 (2*l.* 12*s.* 3*d.*), Rs. 19-10-0 (1*l.* 6*s.* 2*d.*) and Rs. 4-14-6 (6*s.* 6·50*d.*) respectively, for passengers travelling between Asansol and Bhusával and beyond *viâ* the Bengal-Nágpur Railway.

Indian Midland Railway System (Standard Gauge).

7. There were no alterations of importance during the year.

North-Western (State) Railway System (Standard Gauge).

8. With effect from the 1st January 1894, the intermediate and third class fares were altered as follows:—

	Pies per Mile.	
	Intermediate Class.	Third Class.
Over the Lahore-Delhi section by fast (Calcutta and Bombay) mail trains.	4 (0·333*d.*)	3 (0·25*d.*)
Over the Lahore-Delhi section by all trains other than the fast mail trains; and over all other sections of the North-Western (State) Railway main line, including Ruk Sibi and branch lines, by all trains.	3 (0·25*d.*)	2¼ (0·187*d.*)

From the 1st October 1894, the enhanced fares for the intermediate and third classes over the Delhi-Lahore section by fast mail trains were abolished, and ordinary fares, viz., 3 pies (0·25*d.*) per mile for the intermediate class and 2¼ pies (0·187*d.*) per mile for the third class, were extended to all trains running on this section. From that date, the third-class accommodation on the Calcutta mail train (up and down) between Lahore and Saháranpur was abolished except for servants of first and second class passengers.

OUDH AND ROHILKHAND (STATE) RAILWAY (STANDARD GAUGE).

9. The enhanced fare of 3 pies (0·25*d.*) per mile for third-class passengers by mail trains was withdrawn and the old rate of 2½ pies (0·208*d.*) per mile reverted to from the 1st June 1894, owing to the speed of the mail train having been reduced.

EASTERN BENGAL (STATE) RAILWAY (STANDARD, METRE, AND SPECIAL GAUGES).

10. During the year under review the insurance rates were assimilated with those of the East Indian Railway. The intermediate and third class fares between Khanwa, Ghát, and Ancharaghát were reduced from 3 annas (3*d.*), to 2 annas 9 pies (2·75*d.*).

EAST COAST (STATE) RAILWAY (STANDARD GAUGE).

11. The issue of cooly class tickets at 1½ pies (0·125*d.*) per mile was introduced on the 1st January 1894, and abolished on the Godávari North-Vizianagram section with effect from the 15th July 1894. It is still in force on the Bezwada-Godávari South section. The fares for third-class passengers were increased from 1½ pies to 2 pies (0·125 to 0·167*d.*) per mile with effect from the 1st January 1894.

BENGAL AND NORTH-WESTERN RAILWAY SYSTEM (METRE GAUGE).

12. There were no changes of importance during the year.

SOUTHERN MAHRATTA RAILWAY SYSTEM (METRE GAUGE).

13. The third-class fare was reduced from 2½ to 2 pies (0·208 to 0·167*d.*) over the Poona branch, the Castle Rock-Guntakal section of the main line, and the Kolhápur Railway, with effect from the 1st January 1894, making the third-class fare uniform over the whole system, the concession of return third-class ticket at less than two single fares being withdrawn.

BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR RAILWAY SYSTEM (METRE GAUGE).

14. A few changes in the classification of goods were made in order to assimilate with that in force on the Bombay, Baroda, and Central India Railway system.

GOODS RATES.

EAST INDIAN RAILWAY SYSTEM (STANDARD GAUGE).

15. As in previous years, the majority of the changes in the tariff were introduced with the object of adjusting or equalising charges by alternative routes where competitive rates were quoted by neighbouring lines, *e.g.*, in case of grain and common seeds, salt, sugar, and jaggree.

The rates for wheat and common seeds were reduced in conjunction with the Bengal-Nágpur Railway from stations, Biláspur to Nágpur inclusive, to Howrah, Sealdah, Chitpore, and *viâ*.

Revised rates per waggon for kerosine oil in bulk were quoted on the basis of the charges for oil in cases.

To assist local industries revised rates for cast-iron pipes at owner's risk were quoted from Barákar to Howrah, Sealdah, and Chitpore.

Revised rate for kerosine oil in cases were quoted from Howrah, Sealdah, Chitpore, and Budge-Budge to certain points on the main and loop and Jubbulpore lines.

The rates for bones for manure booked to Howrah, Bally, Chitpore, and *viâ*, and Sealdah, were re-arranged on the basis of a charge per maund instead of per waggon,

to enable despatchers to take advantage of the increased carrying capacity of the waggons used, the rate per waggon having been fixed when the capacity was 11 tons only.

To simplify the tariff and give senders the benefit of the rates according to actual density under pressure, the rates for B and C class cotton and wool were cancelled, and the same rates were quoted for cotton and wool, pressed to not less than 20 seers per cubic foot, as had been formerly quoted in the tariff for A class cotton and wool.

A revised schedule of rates for coal, coke, and patent fuel was provisionally adopted in accordance with Government of India orders issued in October 1894.

Bengal-Nágpur Railway (Standard Gauge).

16. To encourage the introduction of Berar and Central Provinces cotton into Bengal, the rates for full-pressed cotton at owner's risk from Nágpur to Asansol were reduced. Similarly, to introduce rough waste and printing paper from Bengal into the Central Provinces, the rates for consignments of 270 maunds (9·92 tons) and over at owner's risk from *viâ* Ásansol to Nágpur were considerably reduced from the 1st November 1894.

Indian Midland Railway System (Standard Gauge).

17. To equalise the rates with other routes special rates per maund on actual weight were introduced for the following articles during the year:—

Copra; keruah; cocoanuts; lime, loose, in waggon loads; mohwa flowers; gum; and ghee.

Special through rates were also introduced from time to time during the year in conjunction with the Great Indian Peninsula Railway for the carriage of the following articles from and to stations on and *viâ* the Indian Midland Railway, *viâ* Itársi, and from Bombay and other stations on the Great Indian Peninsula Railway:—

Grain and seeds; cotton; kaiphal nuts; printed forms; leather, common or rough; sulphuric acid; iron and steel; potatoes; malted barley; and wood pulp.

Eastern Bengal (State) Railway (Standard, Metre, and Special Gauges).

18. On the northern section, a uniform rate of 3 annas a maund (6*s*. 9·66*d*. per ton) to Calcutta or Chitpore, *viâ* Dámukdia Ghât, at owner's risk, was introduced for edible grains and seeds in the place of rates varying from 0-3-1 to 0-4-9 per maund (6*s*. 11·928*d*. to 10*s*. 9·295*d*. per ton). Similarly on the Behar section, the rate for the same commodities, which varied from 0-4-10 to 0-6-4 (10*s*. 11·563*d*. to 14*s*. 4·393*d*. per ton) according to distance, was reduced to 0-3-9 per maund (8*s*. 6·075*d*. per ton) to Calcutta or Chitpore, *viâ* Dámukdia Ghât.

Bengal Central Railway (Standard Gauge).

19. A reduced through rate of 0-1-8 per maun[redacted]er ton) for salt carried from Sulkeah (Howrah) to Khoolna and *viâ* the J[redacted] at Naiháti was arranged between the East Indian, Eastern Bengal (State), [redacted] Bengal Central Rai[redacted]ays.

A through rate for drummed jute from Madaripore to Calcutta [redacted]á Khoolna was also arranged with the India General Steam Navigation Company, the railway proportion for local or through booking being altered to 0-2-6 per maund (5*s*. 8·05*d*. per ton).

The rate of carriage for kerosine oil in bulk in tank waggons was fixed at 6 pies (0·50*d*.) per ton per mile on and from the 1st September 1894, the charge being made on the carrying capacity of 10 tons per waggon used irrespective of the actual quantity carried, and no charge being made for the return empty running.

Calcutta Port Commissioners' Railway (Standard Gauge).

20. On and from the 25th April 1894, the class rates charged on goods booked to and from places south of Hastings lift bridge as far as the Government Dockyard *viâ* Chitpore were modified, and on and from the 4th May 1894 the class rates on goods booked to and from Prinsep's Ghât *viâ* Chitpore were also altered.

East Coast (State) Railway (Standard Gauge).

21. With effect from the 9th January 1894, the rates for all classes of goods except dangerous and excepted articles were reduced to $\frac{1}{6}$ and $\frac{1}{10}$th pie per maund (0·378*d.* to 0·227*d.* per ton) per mile in local booking, and from the 1st February 1894 in through booking with all railways, excepting the Southern Mahratta and Nizam's Guaranteed State Railways with which the rates were brought into force from the 4th January 1894.

The above concession was restricted to certain articles only from the 1st April 1894 in local booking, and from the 1st May 1894 in through booking with the Nizam's Guaranteed State, Southern Mahratta and Madras Railways, and with the Great Indian Peninsula Railway from the 1st August 1894.

Great Indian Peninsula Railway System (Standard Gauge).

22. Various reductions were made in the through rates charged on kaiphal, sulphur, printed forms, leather, sulphuric acid, tea, lime, and potatoes between Bombay and Agra, Cawnpore, and certain other junctions. Reduced rates were also introduced for grain and common seeds from Agra to Kalyán and Nágpur *viâ* Itársi, and for cotton piece-goods, cotton pressed and machinery from Bombay to *viâ* Khandwa for Neemuch and certain other stations. Through class rates between Bombay and Bezwada, *viâ* Wádi and Bangalore city and between Poona and Bangalore city *viâ* Ráichúr, Guntakal, and the Hindupur extension were also adjusted to equalise with the rates charged *viâ* the Southern Mahratta Railway.

Bombay, Baroda, and Central India Railway System (Standard and Metre Gauges).

23. In addition to the alteration referred to in paragraph 1 of this chapter, the following principal changes were made in goods rates during the year :—

(*a.*) From the 1st March 1894, the rate for iron and steel from any station in Bombay to and *viâ* Delhi was reduced from Rs. 3-14-0 (1*l.* 11*s.* 9·08*d.* per ton) to Rs. 0-12-0 per maund (1*l.* 7*s.* 2·64*d.* per ton) so as to equalise with the rate from Howrah to Delhi. For the same reason, the rates for cast-iron pipes, at owner's risk, from any station in Bombay to *viâ* Delhi for traffic to *viâ* Gháziabad was reduced from Rs. 236-4 (15*l.* 15*s.*) to Rs. 167 (11*l.* 2*s.* 8*d.*) per standard-gauge 4-wheeled waggon, with effect from the 1st September 1894.

(*b.*) From the 1st October 1894, the classification for pressed cotton and wool was revised in conformity with alterations made on the neighbouring railways.

(*c.*) On the opening through of the Godhra-Rutlam Railway on the 22nd October 1894, goods rates were adjusted so as to secure to the *viâ* Rutlam route the traffic between Bombay and stations above the Holkar Ghâts, the traffic between Bombay and stations below the Ghâts, *i.e.*, from stations Kálakhund to Ajanti, being allowed to continue to take the Khandwa route.

[redacted]lway (Standard Gauge).

24. On the 1st May 18[redacted]dras Railway notified that no rates lower than those in f[redacted]ce *viâ* the shorter route would in future be accepted in through booking o[redacted] that line, and on this basis rates are being gradually revised in Southern India to prevent undue competition and loss of legitimate revenue.

Bengal and North-Western Railway System (Metre Gauge).

25. From the 1st January 1894 the class rates to Howrah from stations west of Kurhanni were equalised *viâ* Mokameh Ghât and *viâ* Dígha Ghât. Class rates and rates for tobacco, aal root, and other staples between stations in Tirhoot and those in the North-Western Provinces and the Punjab *viâ* Cawnpore, Aligarh and Saháranpur were also equalised *viâ* Dígha Ghât and Bahramghat.

Southern Mahratta Railway System (Metre Gauge).

26. From 1st June 1894 telescopic waggon and maund rates were quoted for certain articles, and the ordinary special class rate was increased from $\frac{1}{4}$ to $\frac{1}{3}$ pie per maund

(0·567 to 0·756*d.* per ton) per mile, with effect from the 1st October 1894. The ordinary class rates were adjusted as far as possible (within the minimum sanction) with those charged by the standard gauge route.

There were also numerous minor changes made in the goods rates during the year.

Burma (State) Railway (Metre Gauge).

27. The rates for betel-nuts, dried meat and some other high priced article were raised from Rs. 40-4 to Rs. 60 per 3,000 viss (10*s.* 11·739*d.* to 16*s.* 4·381*d.* per ton),* when consigned from Rangoon and suburban stations to Mandalay, and *vice versâ*, on the Irrawaddy Flotilla Company guaranteeing to raise their charges also.

Rohilkund and Kumaon Railway System (Metre Gauge).

28. The rate for timber unwrought was raised from special class A to 1st class.

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* Converted at the rate of 1 ton = 613·69 viss.

Statement No. 39.

Passenger Fares and Goods Rates in Pies on the Standard and Metre Gauge Railways on the 31st December 1894.

STATEMENT

PASSENGER FARES and GOODS RATES in Pies on the STANDARD and

(The fares and rates shown in this table can be converted into

Serial Number.	Railway.	Passenger Fares per Mile.				Goods		
		1st Class.	2nd Class.	3rd or Intermediate Class.	Lowest Class (3rd or 4th).	Special Class per Ton per Mile.		1st
						Food-Grains.	Coal.	Per Ton per Mile.
	Standard Gauge.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
	STATE LINES WORKED BY COMPANIES.							
I.	East Indian (*a*)	18·00	9·00	4·50 & 3·50	2·50	(*b*)	(*c*)	9·07
II.	Bengal-Nágpur	18·00	8·00	3·00	2·00	(*d*)	(*c*)	9·07
III.	Indian Midland (*e*)	12·00	6·00	(*f*) 3·00	(*g*)	2·72 to 9·07	2·72 to 9·07	9·07
V	Godhra-Rutlam	—	—	—	—	—	—	Same as on
VI.	Wardha Coal	18·00	9·00	(*f*) 4·00	(*h*) 2·00	—	—	Same as on
	STATE LINES WORKED BY THE STATE.							
X.	North-Western (State) (*i*)	12·00	6·00	3·00	2·25	3·40 to 6·80	2·72 to 9·07	9·07
XII.	Oudh and Rohilkhand (State)	12·00	6·00	4·00	2·50	4·54 to 9·07	2·45 & (*c*)	9·07
XIII.	Eastern Bengal (State)	18·00 & (*j*) 12·00	9·00 & (*j*) 6·00	4·00	2·50	4·54 to 5·44	2·45 to 9·07	9·07
XIV.	Bengal Central	12·00	6·00	4·50	3·00 & (*k*) 2·50	3·89 to 5·44	2·45 to 9·07	9·07
XV.	Calcutta Port Commissioners'	—	—	There is no passenger traffic on this line.			Certain up and down rates	
XVI.	East Coast (State)	12·00	6·00	—	2·00 & (*m*) 1·50	2·72 & 5·44	2·45 & (*c*)	9·07
	LINES WORKED BY GUARANTEED COMPANIES.							
XXII.	Great Indian Peninsula (*n*)	12·00	6·00	(*f*) 3·00	(*h*) 2·50	3·40 to 8·07	(*o*)	(*p*) 10·08 (*q*) 9·58 (*r*) 9·07
XXIII.	Bombay, Baroda and Central India	12·00	6·00	3·00	2·25 to 2·50	(*s*)	(*t*)	10·89
XXIV.	Madras	12·00	6·00	—	1·50 & 2·50	4·03 & 8·60	3·02 to 10·08	10·08
	ASSISTED COMPANY.							
XXVI.	Tarkessur	12·00	6·00	4·50 & 3·50	3·00	—	Same as on the East	
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.							
XXX.	The Nizam's Guaranteed State (*u*)	18·00	6·00	(*f*) 2·50	[illegible]	(*v*) 7·06, (*w*) 5·04 to 6·05	4·54	10·08
XXXI.	The Gaekwar's Petlád	12·00	6·00	—	[illegible]	(*x*) 7·89	10·89	10·89
XXXII.	Kolar Goldfields	6·00	3·00	—	1·50	A uniform rate of 13 annas and 4 pies per		

(*a*) The East Indian Railway fares and rates obtain also on the Delhi-Umballa-Kalka Railway, excepting between Umbal[illegible] and Kalka, for which the passenger fares are double of those herein quoted.

(*b*) All stations except Howrah:
- For first 100 miles - - - - 9·07 pies per ton per mile
- „ extra distances over 100 and up to 450 miles - 4·63 „ „
- „ extra distances above 450 miles - - 3·27 „ „

(*c*) For all distances up to 400 miles inclusive - 4·49 pies per ton per mile } In consignments of less than 3,000 maunds or 110 tons.
For distances over 400 miles:
- For first 400 miles - - - 4·49 pies per ton per mile
- For distances in excess of 400 miles - 2·99 „ „

For all distances up to 400 miles inclusive - 4·08 pies per ton per mile } In consignments of 3,000 maunds or 110 tons and over.
For all distances over 400 miles:
- For first 400 miles - - - 4·08 pies per ton per mile
- For distances in excess of 400 miles - 2·72 „ „

(*d*) 9·07 pies per ton per mile for distances from 1 to 300.
- 8·06 „ „ „ „ 301 to 375.
- 7·31 „ „ „ „ 376 to 400.
- 6·55 „ „ „ „ 401 to 450.
- 6·05 „ „ „ „ 451 to 475.
- 5·29 „ „ „ „ 476 to 525.
- 5·04 „ „ „ „ 526 to 550.
- 4·29 „ „ „ „ 551 to 600.
- 3·02 „ „ „ „ over 600 miles.

(*e*) Including the Bhopal-Itársi Railway.

(*f*) Third-class by mail trains.

N.B.—The rates under column "Per ton per mile" have, as far as possible, been calculated from the actual rates in force

No. 39.

METRE GAUGE RAILWAYS on the 31st December 1894.

English money at 1s. 4*d.* to the rupee by taking 1 pie = 0·083*d.*)

Rates. Class.	2nd Class.		3rd Class.		4th Class.		5th Class.		Railway.	Serial Number.
Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.		
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies	Pies.		
									Standard Gauge.	
									STATE LINES WORKED BY COMPANIES.	
0·33	13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	East Indian (*a*)	I.
0·33	13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	Bengal-Nágpur	II.
0·33	13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	Indian Midland (*e*)	III.
the Rajputana-Malwa Railway.			—	—	—	—	—	—	Godhra-Ratlam	V.
the Great Indian Peninsula Railway.			—	—	—	—	—	—	Wardha coal	VI.
									STATE LINES WORKED BY THE STATE.	
0·33	13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	North-Western (State) (*i*)	X.
0·33	13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	Oudh and Rohilkhand (State)	XII
0·33	13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	Eastern Bengal (State)	XIII.
0·33	(*l*) 3·89	(*l*) 0·14	(*l*) 4·54	(*l*) 0·17	(*l*) 5·44	(*l*) 0·20	(*l*) 6·80	(*l*) 0·25	Bengal Central	XIV.
between fixed points obtain on this railway.			—	—	—	—	—	—	Calcutta Port Commissioners'	XV.
0·33	13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	East Coast (State)	XVI.
									LINES WORKED BY GUARANTEED COMPANIES.	
(*p*) 0·37 (*q*) 0·35 (*r*) 0·33	(*p*) 14·11 (*q*) 14·11 (*r*) 13·61	(*p*) 0·52 (*q*) 0·52 (*r*) 0·50	20·16	0·74	(*p*) 28·23 (*q*) 28·23 (*r*) 25·20	(*p*) 1·04 (*q*) 1·04 (*r*) 0·93	(*p*) 40·33 (*q*) 40·33 (*r*) 34·28	(*p*) 1·48 (*q*) 1·48 (*r*) 1·26	Great Indian Peninsula (*n*)	XXII.
0·40	16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	Bombay, Baroda and Central India	XXIII.
0·37	13·61	0·50	18·15	0·67	24·20	0·89	36·29	1·33	Madras	XXIV.
									ASSISTED COMPANY.	
Indian Railway.			—	—	—	—	—	—	Tarkessur	XXVI.
									LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.	
0·37	14·11	0·52	20·16	[redacted]	28·23	1·04	40·33	1·48	The Nizam's Guaranteed State (*u*)	XXX.
0·40	16·33	0·60	21·78	[redacted]	[redacted]2	1·00	32·66	1·20	The Gaekwar's Petlád	XXXI.
ton or about 6 pies per ma[redacted] obtains on this railway.						—	—	—	Kolar Goldfields	XXXII.

(*g*) First 100 miles 2·67 pies.
Next 100 „ 2·50 „
„ 200 „ 2·33 „
Above 400 „ 2·00 „

(*h*) By trains other than mail.
(*i*) The North-Western (State) Railway fares and rates obtain also on the Hyderabad-Shadipalli, Rájpura-Bhátinda, and Jummu and Kashmir Railways.
(*j*) Between Calcutta and Kánchrapára.
(*k*) Between Dum-Dum and Duttapukur.
(*l*) Special class rates A. to D.
(*m*) Cooly class.
(*n*) Including the Dhond-Manmád, Khámgaon, and Amráoti railways.
(*o*) The rate is 7·07 pies per ton per mile for consignments of less than 10 tons, and 4·08 pies for consignments of more than 10 tons.
(*p*) For distances from 1 to 400 miles.
(*q*) „ „ „ 401 to 600 „
(*r*) „ „ „ above 600 „
(*s*)

	Food-grains. Per ton. per mile Pies.	
1 to 100 miles	9·53	When in consignments of 160 maunds or 5·88 tons and over.
101 to 200 „	6·80	
201 to 400 „	4·08	
Over 400 „	2·72	

(*t*) For consignments of less than 300 maunds, or 11 tons, the rate is 10·89 pies per ton per mile. For consignments of 300 maunds, but less than 3,000 maunds or 110 tons and of 3,000 maunds and over *vide* (*c*).
(*u*) Includes the Bezwada Extension Railway.
(*v*) Local.
(*w*) Through booking.
(*x*) This rate applies to consignments weighing 160 maunds, or 5·88 tons, and over.

STATEMENT

PASSENGER FARES and GOODS RATES in Pies on the STANDARD and

(The fares and rates shown in this table can be converted into

Serial Number.	Railway.	Passenger Fares per Mile.				Goods		
		1st Class.	2nd Class.	3rd or Intermediate Class.	Lowest Class (3rd or 4th).	Special Class per Ton per Mile.		1st
						Food-Grains.	Coal.	Per Ton per Mile
		Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
	Metre Gauge.							
	STATE LINES WORKED BY COMPANIES.							
XXXVII.	Bengal and North-Western—							
	Tirhoot section	18·00	9·00	4·00	2·00	3·89 to 6·80	2·45 to 4·49	9·07
	Company's section							
XXXVIII.	Rohilkund and Kumaon (Lucknow-Bareilly section).	18·00	9·00	4·00	2·00	6·80	2·45 to 6·80	9·07
XXXIX.	Rajputana-Malwa	15·00	8·00	3·00	2·00 to 2·25	(*a*)	(*b*)	9·53
XL.	Pálanpur-Deesa	15·00	8·00	—	2·25	(*c*) 6·80	9·53	9·53
XLI.	Southern Mahratta (*d*)	12·00	6·00	—	2·00	3·40 to 9·07	4·54 to 9·07	9·07
XLIV.	South Indian (*e*)	12·00	4·00	—	2·00	8·51	2·45 to 9·07	9·07
	STATE LINES WORKED BY THE STATE.							
XLVII.	Eastern Bengal (State)—							
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	18·00	9·00	4·00	2·50	3·89 to 5·44	2·45 to 9·07	9·07
	Dacca section	18·00	9·00	4·00	2·50	5·44	2·45 to 9·07	9·07
XLVIII.	Burma (State) (*f*)	15·00	6·00	—	3·00	3·89 to 5·44	2·45 to 9·21	9·21
	ASSISTED COMPANIES.							
LI.	Deoghur	24·00	—	—	6·00	—	—	—
LII.	Rohilkund and Kumaon (Company's section).	35·00	15·00	—	(*g*) 2·50 & (*h*) 4·00	6·80	2·45 to 6·80	9·07
LIII.	Bengal Dooars	36·00	21·00	6·00	3·00	32·66	32·66 to 49·00	27·22
LIV.	Dibru-Sadiya	18·00	9·00	4·00	—	—	4·08	27·22
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.							
LVII.	The Gaekwar's Mehsána	15·00	8·00	—	2·25	(*c*) 6·80	9·53	9·53
	LINES OWNED AND WORKED BY NATIVE STATES.							
LXI.	Jodhpore-Bickaneer—							
	Jodhpore section	18·00	6·00	—	2·00	(*i*) & (*j*)	(*i*) & (*j*	13·61
	Bickaneer section							
LXII.	Bhávnagar-Gondal-Junágarh-Porbandar. (*k*)	12·00	6·00	—	2·75	7·00	4·00 to 6·00	10·89
	FOREIGN LINE.							
LXVI.	West of India Portuguese	12·00	6·00	—	2·50	7·89	5·17	9·80

(*a*) *Vide* remark (*s*) on page 171.
(*b*) For consignments of less than 300 maunds, or 11 tons, the rate is 9·53 pies per ton per mile. For consignments of 300 maunds but less than 3,000 maunds or 110 tons, and of 3,000 maunds and over *vide* remark (*c*) on page 170.
(*c*) This rate applies to consignments weighing 160 maunds or 5·88 tons and over.
(*d*) Including the Guntakal-Mysore Frontier, Southern Mahratta (Mysore section), Kolhápur, Yesvantpur-Mysore Frontier, and Mysore-Nanjangúd Railways.
(*e*) Including the Máyavaram-Mutupet and Pondicherry Railways.
(*f*) The standard weight on this railway is the viss, one ton being equal to 613·69 viss, and one maund to 22·5 viss.

No. 39—*concluded.*

METRE GAUGE RAILWAYS on the 31st December 1893—*concluded.*

English money at 1*s.* 4*d.* to the rupee by taking one pie = 0·083*d.*)

Rates..									Railways.	Serial Number.
Class.	2nd Class.		3rd Class.		4th Class.		5th Class.			
Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.		
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.		
									Metre Gauge.	
									STATE LINES WORKED BY COMPANIES.	
									Bengal and North-Western—	XXXVII.
0·33	13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	Tirhoot section. / Company's section.	
0·33	13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	Rohilkund and Kumaon (Lucknow-Bareilly section).	XXXVIII.
0·35	14·29	0·53	19·05	0·70	23·14	0·85	27·22	1·00	Rajputana-Malwa - -	XXXIX.
0·35	14·29	0·53	19·05	0·70	23·14	0·85	27·22	1·00	Pálanpur-Deesa - - -	XL.
0·33	13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	Southern Mahratta (*d*) - -	XLI.
0·33	13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	South Indian (*e*) - -	XLIV.
									STATE LINES WORKED BY THE STATE.	
									Eastern Bengal (State)—	XLVII.
0·33	13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	Northern and Behar sections (including the Kaunia Dharlla, 2′ 6″ gauge, branch).	
0·33	13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	Dacca section.	
0·34	13·81	0·51	18·41	0·68	23·01	0·84	27·62	1·01	Burma (State) (*f*) - - -	XLVIII.
									ASSISTED COMPANIES.	
—	—	—	—	—	—	—	—	—	Deoghur - - -	LI.
0·33	(*g*) 9·07 / (*h*) 18·15	(*g*) 0·33 / (*h*) 0·67	(*g*) 13·61 / (*h*) 27·22	(*g*) 0·50 / (*h*) 1·00	(*g*) 20·42 / (*h*) 40·83	(*g*) 0·75 / (*h*) 1·50	54·44	2·00	Rohilkund and Kumaon (Company's section).	LII.
1·00	32·66	1·20	49·00	1·80	68·05	2·50	—	—	Bengal Dooars - - - -	LIII.
1·00	54·44	2·00	81·66	3·00	—	—	—	—	Dibru-Sadiya - - - -	LIV.
									LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	
0·35	14·29	0·53	19·05	[illegible]		0·85	27·22	1·00	The Gaekwar's Mehsána -	LVII.
									LINES OWNED AND WORKED BY NATIVE STATES.	
									Jodhpore-Bickaneer—	LXI.
0·50	20·42	0·75	25·86	0·95	31·30	1·15	36·75	1·35	Jodhpore section. / Bickaneer section.	
0·40	16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	Bhávnagar - Gondal - Junágarh - Porbandar. (*k*)	LXII.
									FOREIGN LINE.	
0·36	13·88	0·51	23·63	0·87	33·75	1·24	47·91	1·76	West of India Portuguese -	LXVI.

(*g*) Between Bareilly Junction and Kichha.
(*h*) Between Kichha and Káthgodám.
(*i*) First 100 miles, 10·89 pies per ton per mile.
Over 100 miles, 8·17 " "
(*j*) Per waggon load - - { first 100 miles - 0 4 0 a waggon. / over 100 " - 0 3 0 "
(*k*) Including the Jetalsar-Rájkot Railway.

N.B.—The rates under column "Per ton per mile" have, as far as possible, been calculated from the actual rates in force.

CHAPTER XI.

FUEL CONSUMPTION.

The total quantity of fuel consumed on the standard and metre gauge railways during 1894 compares with the previous year as follows :—

Years.	Coal.			Coke.	Patent Fuel.	Wood.
	English.	Indian.	Total.			
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Previous year -	178,656	919,943	1,098,599	4,957	6,135	358,756
1894 - - -	127,520	1,059,158	1,186,678	3,590	2,694	339,657

2. The total consumption of coal during 1894 was 8·02 per cent. greater than in 1893. The quantity of English coal used was 28·62 per cent. less, and that of Indian coal 15·13 per cent. more. The total consumption of coke decreased by 27·58 per cent., while the consumption of patent fuel and wood also decreased by 56·09 and 5·32 per cent. respectively.

3. The average cost per ton of the actual quantities consumed, the consumption per train-mile and per thousand gross ton-miles, and the cost per ton stated in terms of Bengal coal will be found in Statement No. 40 on page 183.

The equivalents which have been more generally employed for converting the various descriptions of fuel into terms of Bengal coal are as follows—one ton of Giridíh (Kurhurbaree) best steam coal being taken as the standard :—

Description.	Equivalents.	Co-efficients.
		Tons.
Giridíh (Kurhurbaree) best steam coal - - -	1·00	1·00
Kurhurbaree (East Indian Railway) selected large coal -	0·90	1·11
Welsh best steam coal - - - - - -	0·80	1·25
Patent fuel - - - - - -	0·70	1·43
Singareni coal - - - - -	1·05	0·95
Bengal or Barákar steam coal - - -	1·10	0·90
Umaria coal - - - - - -	1·25	0·80
Mohpáni coal - - - - - -	1·50	0·66
Warora coal - - - - - -	1·80	0·56
Wood fuel - - - - - -	2·50	0·40

These factors have been arrived at from a ca[redacted]mination and comparison of the results of trials carried out within recent years on several railways, and are believed to represent the relative values of the different fuels as nearly as possible. As the figures are only approximate, however it is not intended that they should be used where more reliable results have been obtained by actual experiment.

The table on page 184 shows the equivalent of one ton of Giridíh (Kurhurbaree) best steam coal in terms of other descriptions of fuel as used by some of the principal railways.

Particulars regarding the descriptions of fuel in use on the principal lines are given in the following paragraphs.

East Indian Railway (Standard Gauge).

4. The entire supply of fuel on the East Indian Railway and its branches is obtained from the East Indian Railway collieries at Kurhurbaree and Serampore. There was, however, a small quantity of Umaria coal, 564 tons, used on the Jubbulpore line during the year for experimental purposes.

The total actual quantity of coal and coke consumed was as follows :—

	Tons.
Coal - - - - - - -	257,961
Coke - - - - - - -	3,590

The issue price of coal from January to September 1894 was Rs. 1-14-0 per ton, and from October to December Rs. 2-10-0 per ton.

A further trial of the Umaria coal is being made, at the close of which its value, as compared with the Kurhurbaree coal and the question as to its more extensive use on the Jubbulpore line, will be settled.

EASTERN BENGAL (STATE) RAILWAY SYSTEM (STANDARD, METRE, AND SPECIAL GAUGES.)

5. The coal used on locomotive engines on the different sections of the system was obtained from the following sources :—

On the Eastern (Calcutta to Goalundo and branches), Southern (Calcutta to Port Canning, and branches), and Central (Dum-Dum to Khoolna and Ránaghat to Bongong) sections.	Barákar coal, at Rs. 3-2-0 per ton, delivered into waggons at Barákar. Gourandih coal, at Rs. 2-8-0 per ton, delivered into waggons at Gourandih colliery.
On the Northern (Sára Ghát to Siliguri and branches), Behar (Manihari to Dinagepore and branches), and Kaunia-Dharlla sections.	Barákar coal, at Rs. 3-2-0 per ton, delivered into waggons at Barákar. Gourandih coal, at Rs. 2-8-0 per ton, delivered into waggons at Gourandih colliery, and Assam coal, at Rs. 11-0-0 per ton, delivered at Sára and Jatrapur.
On the Dacca (Náráyanganj to Mymensing) section.	Barákar coal, at Rs. 3-2-0 per ton, delivered into waggons at Barákar.

The actual quantities of the different descriptions of coal used were—

	Tons.
Bengal coal - - - - -	67,544
Assam coal - - - -	2,300

OUDH AND ROHILKHAND (STATE) RAILWAY (STANDARD GAUGE).

6. The coal used during the year on all sections of the line was obtained from the following sources :—

Kurhurbaree coal, 52,138 tons, at Rs. 3-0-0 per ton, from January to March, and at Rs. 3-2-0 per ton from April to December, delivered into waggons at Giridíh.

Borrea coal, 5,045 tons, at Rs. 3-8-0 per ton, delivered into waggons at Sítarámpur, Borrea siding.

Umaria coal, 715 tons, at Rs. 4-3-0 per ton, delivered into waggons at Umaria pit head.

The Kurhurbaree coal supplied under the contracts was of good quality, but the arrangements for delivery, as reported last year, were not entirely satisfactory, the supply having continued to be irregular until the end of the year, when the arrears were worked off.

NORTH-WESTERN (STATE) RAILWAY SYSTEM (STANDARD GAUGE).

7. The fuel used on the different sections of the railway system was obtained principally from the following sources :—

Between Lahore and Gháziabad with branches and between Lahore and Peshawar, excluding the Khusálgarh branch. Also on mails and passenger trains running between Lahore and Montgomery.	Kurhurbaree coal, at Rs. 3-4-0 per ton, delivered into waggons at Giridíh. Madancotta coal, at Rs. 2-12-0 and Rs. 3-0-0 per ton, delivered into waggons at Madhupur. Rubble coal, at Rs. 2-12-0 per ton, delivered into waggons at Giridíh. Gourandih coal, at Rs. 2-4-0 per ton, delivered into waggons at Sítarámpur.

Throughout the Sind-Sagar railway and between Lahore and Phillour and Lahore and Montgomery. Also occasionally between Phillour and Saháranpur and on the Rájpura-Bhátinda Railway, as also between Ráwalpindi and Peshawar and branches.	Dandot coal supplied from the Khewra and Bhaganwalla collieries at Rs. 9 per ton, delivered into waggons at Kalapani and Haranpur stations.
Throughout the Frontier district, and occasionally between Jacobabad and Sukkur.	Khost coal supplied from the Khost and Sharigh mines, at Rs. 16 per ton, delivered into waggons at Khost and Sharigh stations. Patent fuel made out of Khost dust coal, at Rs. 27 per ton, delivered into wagons at Quetta.
Constantly between Kurrachee and Kotri; also on the Frontier district, and occasionally from Kotri to Dádú during scarcity of wood.	English coal delivered into waggons at Kurrachee at an average rate, including exchange, of Rs. 20-1-3 per ton.
Between Montgomery and Kotri	Firewood from the Baháwalpur State supplied at different stations between Reti and Samásata at Rs. 50 per 1,000 cubic feet. Firewood from the Punjab forests supplied at different stations between Lahore and Gilawala and at Gházi Ghát and Mahamúd Kot at Rs. 56-10-8, Rs. 60, and Rs. 45 per 1,000 cubic feet. Firewood from the Sindh forests supplied at different stations between Reti and Kotri, including Ruk to Jacobabad, at an average rate of Rs. 40 per 1,000 cubic feet.

The actual quantities of the different descriptions of fuel used were :—

	Tons.
Bengal coal	73,874
English coal	24,879
Khost and Sharigh coal	10,608
Dandot coal	43,996
Patent fuel, Khost	1,027
Patent fuel, English	791
Firewood in terms of Kurhurbaree coal	61,947

Indian Midland Railway (Standard Gauge).

8. The coal consumed on this railway was supplied entirely by the Umaria colliery, at Rs. 4-3-0 per ton from January to April, and at Rs. 4 per ton from May to December, delivered into waggons at Umaria.

The actual quantities of fuel used during the year were :—

	Tons.
Umaria coal	43,394
Firewood in terms of Kurhurbaree coal	357

Bengal-Nágpur Railway (Standard Gauge).

9. The coal used during the year on the different sections of the line was obtained from the following sources :—

On the main line (from Ásansol to Nágpur) and on the sections Jharsuguda to Sambalpur and Biláspur to Sahdol.	Bengal steam coal, at Rs. 2-10-0 per ton, delivered into waggons at Sanctoria, and 10 tons* of Welsh coal, at Rs. 28-0-0 per ton, delivered at Bombay.
On the section (Sahdol to Katni).	Umaria coal, at Rs. 4 3-0 per ton, delivered into waggons at the pit's mouth.

* This was purchased from Messrs. Ritchie, Stewart, and Co. at Bombay in 1890.

The actual quantities of the different kinds of coal consumed during the year were :

	Tons.
Bengal coal - - - -	34,185
Umaria coal - - - - -	3,430
Welsh coal - - - -	10

The coal supplied under the various contracts was of good quality, and the arrangements for delivery were fairly satisfactory.

Great Indian Peninsula Railway System (Standard Gauge).

10. The descriptions of coal used during the year on the different sections of the railway system are shown below :

On the Konkan district (Bombay to Karjat and Bombay to Kására).	English, Umaria large and nuts, Singareni unscreened, Japanese, Bengal seaborne coal and patent fuel.
On the Bhore Ghât (Karjat to Lonávla)	English, Singareni unscreened, and Bengal seaborne coal.
On the Thal Ghât (Kására to Igatpuri)	English, Umaria large, and Bengal seaborne coal.
On the south-east line (Lonávla to Sháhábád).	Umaria large, Singareni screened and unscreened, and Bengal seaborne coal.
On the Dhond-Manmád Section -	Singareni unscreened.
On the north-east line (Igatpuri to Khandwa).	English, Nerbudda, Umaria large and nuts, Warora and Sanctoria and Bengal seaborne coal.
On the Nágpur-Bhusával Section -	
On the north-east line (Khandwa to Jubbulpore).	Nerbudda and Umaria large and nuts.
On the Wardha-Warora Section -	Warora
On the Khámgaon Section - -	Sanctoria.
On the Amráoti Section - -	

The rates at which the different descriptions of coal was purchased and the places of delivery are given below :

Description of Coal.	Rate per Ton.	Place of Delivery.
	Rs. As. Rs. As.	
English - - - -	*17 8 to 18 0	Delivered into boats at Bombay.
Japanese - - - - -	12 0	
Bengal seaborne - - - -	12 8 to 13 8	
Patent fuel - - - -	17 0 to 17 8	
Singareni, screened - - -	6 0	Into waggons at Yellandu.
Singareni, unscreened - - -	4 8	
Nerbudda - - - - -	6 0	Into waggons at Mohpáni.
Warora - - - -	4 8	Into waggons at pit's mouth.
Sanctoria - - - - -	3 0	Into waggons at pit's mouth.
Umaria, large - - - -	4 3	Into waggons at Umaria.
Umaria washed nuts - - -	2 2 to 2 4	Into waggons at Umaria.

* Indian quotations.

The actual quantities of the different descriptions of fuel used during the year were:

	Tons.
English coal	*14,658
Warora coal	47,561
Umaria coal:	
Large	32,381
Washed nut	4,703
Mohpáni coal	12,962
Singareni screened coal	35½
Singareni unscreened coal	56,852
Bengal	57,127
Japanese coal	785
Patent fuel	13
Firewood in terms of Kurhurbaree coal	861

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY SYSTEM (STANDARD GAUGE).

11. The fuel used was chiefly English coal. The actual quantities of the different descriptions consumed during the year were:

	Tons.
English coal	46,211
Bengal coal	6,328
Firewood in terms of Bengal coal	489

The average prices per ton of English coal paid for in India at a rate fixed in rupees was 18-1-10; the average price of Bengal sea-borne coal delivered into boats at Bombay was Rs. 14-11-7 per ton.

MADRAS RAILWAY (STANDARD GAUGE).

12. The description of fuel used on the different sections of the railway during the year was as shown in the following table:

Section.	Description of Fuel used.	Remarks as to Source of Supply, Rate, &c.
Madras to Jalarpet Madras to Rénigunta	Coal on mail and passenger engines; coal and wood on goods engines.	Singareni, at rates varying from Rs. 13-12-0 to Rs. 15-0-0 per ton, delivered at Ráyapuram and at Ráichur; Barákar at Rs. 14-14-0 per ton delivered at Ráyapuram; Kurhurburee at Rs. 13-14-0 per ton, delivered at Ráyapuram, and patent fuel at Rs. 24-0-3 per ton, delivered at Ráyapuram.
Jalarpet to Bangalore Jalarpet to Calicut Rénigunta to Cuddapah	Firewood	Firewood obtained from Government and private forests along the line of railway at rates per ton varying from Rs. 3-9-0 to Rs. 6-14-0 per ton.
Cuddapah to Raichúr	Coal.	Singareni, at Rs. 13-12-0 to Rs. 15-0-0 per ton, delivered at Ráyapuram.

The coal used on the Madras Railway has been supplied by contractors and has been of good quality, a small experimental shipment of Kurhurbaree coal especially having given most favourable results.

Enquiries are now being made as to the possibility of importing coal from the Bengal coalfields at a price which will enable it to compete on favourable terms with the Singareni coal, the cost of which has recently increased.

The actual quantities of the different descriptions of fuel used during the year were:

	Tons.
Singareni coal	22,895
Barákar coal	3,755
Kurhurbaree coal	230
Patent fuel	29
Firewood in terms of Kurhurbaree coal	27,570

* Including 684 tons imported by the company at a cost of Rs. 13-8-0 per ton exclusive of exchange.

THE NIZAM'S GUARANTEED (STATE) RAILWAY SYSTEM (STANDARD GAUGE).

13. Singareni coal was used throughout the system at an average cost of Rs. 4-9-7 per ton. The total actual quantity consumed was 17,871 tons.

EAST COAST (STATE) RAILWAY (STANDARD GAUGE).

14. The description of fuel used during the year was as under:

On the Bezwada-Godávari Section	Singareni coal at Rs. 4-8-0 per ton delivered in waggons at Yellandu *plus* Rs. 3 per ton paid for freight over the Nizam's Guaranteed State Railway to Bezwada.
On the Godávari-Parlakemedi Section	Singareni coal as above, with transhipment charges at Godávari at Re. 1 per ton. Bengal coal delivered at Vizagapatam at Rs. 13 per ton *plus* landing, port dues, freight, &c., to locomotive depôt at Rs. 1-8-0 per ton. Sítarámpur coal delivered at Cocanada, at Rs. 14 per ton including exchange. Scotch coal delivered at Cocanada at Rs. 23 per ton including exchange. Bhadrachelam coal delivered at Rajahmundry at Rs. 7-8-0 per ton and extra charge of Re. 0-3-6 per ton.

The supply of coal from Yellandu mines was limited, and for some time very irregular, and this necessitated Bengal coal being obtained.

The Bhadrachelam coal was merely a sample lot of 100 tons from the new coal fields. The coal tendered for experiment was not a success; it appeared to be surface outcrop.

The actual quantities of the different kinds of fuel used were as follows:

	Tons.
Singareni, unscreened coal	14,622
Bengal coal	1,072
Bhadrachelam coal	100
Sítarámpur coal	500
English coal	300
Firewood	30

BENGAL AND NORTH-WESTERN RAILWAY SYSTEM (METRE GAUGE).

15. Kurhurbaree coal was used during the year on the whole of the Tirhoot Section and on the Company's Section as far as Gorakhpur. It was obtained from the Bengal Coal Company at a cost of Rs. 3-2-0 per ton delivered into waggons at Giridíh.

Wood fuel obtained from the Government forests was used on the section west of Gorakhpur.

The actual quantities of the different descriptions of fuel used were:

	Tons.
Kurhurbaree coal	19,057
Firewood in terms of Kurhurbaree coal	3,149

ROHILKUND AND KUMAON RAILWAY SYSTEM (METRE GAUGE).

16. The fuel used on the different sections of the Rohilkund and Kumaon Railway system was as follows:

Between Lucknow and Mailáni, on the Lucknow-Bareilly Section Between Mailáni and Bareilly, on the Lucknow-Bareilly Section Between Bareilly and Káthgodám on the Company's Section	Bengal coal at Rs. 3-11-10 per ton, delivered into waggons at Giridíh. Wood fuel obtained from Miláni, Gola, Sohela, Bhira, Lalkhira, and Sonaripur at an average rate of Rs. 2-6-8 per ton.

The actual quantities of coal and wood fuel used were as follows:

	Tons.
Bengal coal	2,853
Firewood in terms of Kurhurbaree coal	5,194

Rájputana-Malwa Railway (Metre Gauge).

17. The fuel used during the year on the different sections of the line was obtained from the following sources:

Between Agra, Cawnpore, Delhi, Ferozepore, and Ajmere - -	Bengal coal delivered at Agra and at Cawnpore at Rs. 15-8-0 and Rs. 13-2-4 per ton, respectively. Wood locally purchased at Rs. 8-6-0 per 100 cubic feet. Unserviceable sleepers, fit for fuel, supplied by the engineering department at Rs. 5-0-0 per 100 cubic feet.
Between Abu, Sábarmati, and Bándikui	Australian coal delivered at Sábarmati at Rs. 20-15-0 per ton. Wood locally purchased at Rs. 8-6-0 per 100 cubic feet. Unserviceable sleepers fit for fuel supplied by the engineering department at Rs. 5-0-0 per 100 cubic feet.
Between Ajmere, Sábarmati, and Khandwa - - - - -	English coal delivered at Sábarmati and at Khandwa at Rs. 24 and Rs. 26-5-0 per ton, respectively, including exchange. Wood locally purchased at Rs. 8-6-0 per 100 cubic feet. Unserviceable sleepers supplied by the engineering department at Rs. 5-0-0 per 100 cubic feet.

Firewood and unserviceable sleepers were used over the whole line for lighting up engines.

The actual quantities of the different descriptions of fuel used were:

	Tons.
Bengal coal - - - - -	61,112
Australian coal - - - - -	2,539
English coal - - - - -	33,081
Firewood in terms of Kurhurbaree coal - -	371

Jodhpore-Bickaneer Railway (Metre Gauge).

18. The coal used on this railway was obtained from Giridíh at a cost of Rs. 23-9-3 and Rs. 23-8-8 on the Jodhpore and Bickaneer Sections, respectively, per ton. The quantity consumed was 4,224 tons on the Jodhpore Section and 386 tons on the Bickaneer section.

Bhávnagar-Gondal-Junágarh-Porbandar Railway (Metre Gauge).

19. The fuel used during the year was Cardiff (Powell Dufferyn) coal and wood consisting of old sleepers.

About 5,461 tons of Cardiff (Powell Dufferyn) and 51 tons of wood were used during the year. The price of Cardiff coal at Indian qotations was Rs. 21-8-0 per ton, delivered at Bhávnagar bandar, and of wood, *i.e.*, old sleepers Rs. 6-8-0 per ton, delivered at Ghadechi, Dhola, and Jetalsar.

Southern Mahratta Railway System (Metre Gauge).

20. The fuel used during the year on the different sections of the Southern Mahratta Railway System was obtained from the following sources:

On the Poona Branch (Poona to Londa). On the Kolhápur-Miraj Section. On the main line (Castle Rock to Gadag). On the Harihar Branch (Hubli to Harihar).	English coal at Rs. 20-14-9 per ton, including exchange, delivered at Mormugao. Firewood at rates varying from Rs. 4-4-0 per ton to Rs. 7-4-0 per ton delivered at Londa, Devarayi, Arsikere, and Closepet.
On the Harihar-Nanjangúd Section. On the Bangalore-Hindupur Section. On the main line (Gadad to Bezwáda). On the Guntakal-Hindupur Section. On the BijápurBranch (Hotgi to Gadag).	Singareni coal at Rs. 4-8-0 to Rs. 6-0-0 per ton, delivered into waggons at Yellandu.

Experiments were made on the Bijápur Branch with a view to the use of unscreened Singareni coal instead of the screened steam coal usually supplied by the Hyderabad Deccan Company; the results were so satisfactory that a six months' trial on the same section of the line under ordinary working conditions was arranged for; and this also proving successful, the use of unscreened coal was extended to all coal-burning sections of the Southern Mahratta Railway in the second half of 1894; Singareni coal was also introduced in place of firewood on the Mysore Railway in the early part of the year owing to the firewood supplied from the Mysore forests having been found to be both expensive and of indifferent quality.

The actual quantities of the different descriptions of fuel consumed were:—

	Tons.
English coal	24
Singareni coal	28,403
Firewood in terms of Kurhurbaree coal	23,171

South Indian Railway (Metre Gauge).

21. The coal used during the year on the different sections was obtained from the following sources:

Throughout the system, with the exception of the Pákala-Dharmavaram and Nellore-Tirupati Sections.	Borrea coal from Sítarámpur delivered at the ports of Tuticorin and Negapatam at Rs. 14-4-0 to Rs. 16-10-0, Cuddalore, Rs. 13-8-0 to Rs. 13-14-0, and Madras Rs. 15-4-0 to Rs. 15-14-0 per ton.
On the southern section (Trichinopoly to Máyavaram, including the Negapatam Branch).	Deshergarh coal delivered at the port of Negapatam at Rs. 15-5-0 per ton, and Laikdee coal delivered at the port of Negapatam at Rs. 15-7-0 per ton.
On the northern section (Dharmavaram to Pákala and Nellore to Tirupati).	Singareni coal delivered at Dharmavaram and Pákala depôts at Rs. 16-8-0 per ton.
On the northern section (Chingleput to Arkonam).	Barákar coal delivered at the port of Cuddalore at Rs. 16-0-0 per ton.

About 400 tons of Kurhurbaree coal were supplied by the Bengal Coal Company, trials of which have been recently carried out and found to compare very favourably with other Indian coals tried.

The arrangements for the delivery of the coal were satisfactorily carried out.

The quantities of the different descriptions of fuel used were:

	Tons.
Borrea	32,444
Singareni	6,572
Deshergarh	520
Laikdee	359
Barákar	81
Firewood, in terms of Kurhurbaree coal	14,412

Burma (State) Railway (Metre Gauge).

22. The fuel used during the year was as follows:

Bengal coal of various kinds, at an average cost of Rs. 12-10-3 per ton, delivered at Rangoon. Thingadaw (Burma) coal, at Rs. 11-6-0 per ton, delivered at Mandalay and Sagaing. Firewood, at an average cost of Rs. 4-7-4 per 100 cubic feet, delivered at various depôts in Upper Burma.

During 1894 about 6,000 tons of Thingadaw coal were delivered at Mandalay and Sagaing under instructions from the Government of India.

Competitive trials of this coal with other fuels were carried out in the early part of the year, which proved that at its present price it compared very unfavourably with either wood or Bengal coal.

The actual quantities of the different description of fuel used were :

	Tons.
Bengal coal - - - - -	16,812
Thingadaw coal - - - -	6,090
Patent fuel - - - - -	524
Firewood in terms of Kurhurbaree coal -	6,393

Statement No. 40.

Particulars of Fuel Consumption on the Principal Railways during 1894.

Serial Number.	Railway.	Description of Fuel.	Total actual quantity consumed in terms of coal.	Average Cost per Ton.	Cost per Train-mile.	Consumption stated in (a) terms of Giridih (Kurhurbaree) Best Steam Coal.			Average Cost per Ton in terms of Giridih (Kurhurbaree) Best Steam Coal.	Average lead.
						Total quantity.	Per Train-mile.	Per 1,000 gross Ton-miles.		
	Standard Gauge.		Tons.	Rs.	As.	Tons.	Lbs.	Lbs.	Rs.	Miles.
I.	East Indian	Bengal coal	250,122	1·91	0·74	250,122	54·09	143·06	1·91	269·67
II.	Bengal-Nágpur	Bengal, Umaria, and English coal, but principally Bengal coal.	37,624	2·84	1·06	33,522	46·71	124·88	3·18	Bengal 302·38. Umaria 4·42. Welsh 520·00.
III.	Indian Midland	Umaria coal and wood, but principally Umaria coal.	43,751	7·70	3·47	33,996	49·01	152·53	9·91	Umaria 332·35. Wood 238·55.
X.	North-Western (State) (b)	English, Bengal, Khost, and Dandot coal; also patent fuel and wood.	214,482	13·25	4·79	200,943	47·36	146·44	14·15	Bengal 1,031·00. English 155·00. Dandot 135·00. Khost 65·00. Wood 50·00. Patent fuel Khost 10·00.
XII.	Oudh and Rohilkhand (State)	Kurhurbaree, Borrea, and Umaria coal.	57,898	9·53	2·88	57,250	41·89	134·39	9·64	Umaria 374·00. Borrea 337·00. Kurhurbaree 310·00.
XIII.	Eastern Bengal (State) (c)	Bengal coal	46,251	5·58	2·05	40,698	45·27	155·81	6·37	—
XVI.	East Coast (State)	Singareni coal	16,624	9·44	4·81	16,072	68·90	239·53	9·76	Singareni 218·65.
XII.	Great Indian Peninsula (b)	English, Umaria, Bengal, Mohpáni, Japan, and Singareni coal and wood.	227,939	9·50	3·77	173,562	42·38	150·11	12·47	*See* footnote (d).
XIII.	Bombay, Baroda and Central India. (b)	English and Bengal coal and wood, but principally English coal.	53,028	17·04	5·67	63,948	56·21	150·64	14·13	Bengal 92·84. Firewood 38·24. English 145·45.
XIV.	Madras	Bengal and Singareni coal and wood, also patent fuel, but principally wood.	136,378 (e)	5·43	4·67	52,413	46·24	169·27	14·14	Wood 12·24.
XVI.	The Nizam's Guaranteed State (b)	Singareni coal	17,871	4·60	1·96	16,977	56·56	169·71	4·84	Singareni 106·00.
	Metre Gauge.									
XVII.	Bengal and North-Western— Tirhoot Section / Company's Section	Bengal (Giridih) coal and wood but principally Bengal coal.	22,216	6·00	1·26	22,216	29·46	149·27	6·00	Bengal 227·21. Wood 15·24.
XIX.	Rajputana Malwa (b)	English, Australian, and Bengal coal and wood, but principally Bengal coal.	97,103	18·01	3·86	102,434	31·75	146·47	17·07	English 516·13. Bengal 806·48. Australian 397·65.
LIII.	Southern Mahratta (b)	English and Singareni coal and wood, but principally wood.	112,536 (e)	4·44	2·47	46,890	32·47	198·51	10·66	English 191·00. Singareni 427·00. Wood 119·00.
LIV.	South Indian	Singareni and Bengal coal and wood, but principally Bengal coal.	54,388	13·63	3·65	44,841	31·80	195·80	16·54	Coal 30·76. Wood 47·08.
LVII.	Eastern Bengal (State)— Northern and Behar Sections (including the Kaunia-Dharla 2′ 6″ gauge branch).	Bengal and Assam coal	20,726	6·61	1·55	18,803	29·85	175·69	7·29	Bengal — Assam 621·00 / 551·00
	Dacca Section	Bengal coal	2,866	7·08	1·74	2,522	30·28		8·04	Bengal —
LI.	Burma (State)	Bengal and Burma coal, patent fuel, and wood, but principally Bengal coal.	30,108	12·06	3·09	25,701	30·63	153·00	14·13	—
LII.	Rohilkund and Kumaon (including Lucknow-Bareilly Section).	Bengal coal and wood, but principally wood.	20,118 (e)	3·68	2·22	8,047	33·84	176·49	9·20	—
LI.	Jodhpore-Bickaneer— Jodhpore Section	Bengal coal	4,224	23·60	4·79	4,224	28·44	156·59	23·60	Bengal 985·98.
	Bickaneer Section	Bengal coal	386	23·54	4·55	386	27·06	186·49	23·54	Bengal 964·00.
LXII.	Bhávnagar-Gondal-Junágarh-Porbandar (b)	English coal and wood	5,513	22·09	3·38	6,878	26·73	168·53	17·71	English 58·02.

(a) See paragraph 3 of this chapter.

(b) Including branch lines worked.

(c) Including the Bengal Central Railway.

(d) English 81·1. Nerbudda 140·9. Umaria, large 384·2. Umaria, washed 404·6. Umaria, screened 218·0. Warora 166·4. Singareni, screened 450·0. Singareni, unscreened 442·5. Sanctoria 808·1. Japanese 1·7. Bengal coal seaborne 32·9. English coal, purchased locally 36·1. Patent fuel 1·7. Firewood 29·3.

(e) Expressed in terms of wood.

STATEMENT showing the EQUIVALENT of ONE TON of GIRIDÍH (KURHURBAREE) BEST STEAM COAL in terms of other descriptions of FUEL as used by some of the PRINCIPAL RAILWAYS.

Serial Number.	Railway.	Standard Giridih (Kurhurbaree Best Steam Coal).	Description of Fuel.																												
			English Coal.	Patent Fuel, English.	Patent Fuel, Khost and Dandot.	Bengal Coal.													Singareni Coal.		Umaria Coal.	Mohpáni Coal.	Warora Coal.	Dandot Coal.	Khost Coal.	Assam Coal.	Burma (Thingadaw) Coal.	Japanese Coal.	Australian Coal.	Wood.		
						Saneforia.	Bhadrachelam.	Barákar.	Gourangdih.	Sodepore.	Laikdee.	Shibpore.	Sitarámpur.	Giridih.	Katras, Jherriah.	Borrea.	Phadika.	Desherghar.	Screened.	Unscreened.													
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
	STANDARD GAUGE.																														
II.	Bengal-Nágpur	1·00	0·83	—	—	1·11													—	—	1·25	—	—	—	—	—	—	—	—	—	—
III.	Indian Midland	1·00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1·29	—	—	—	—	—	—	—	—	—	0
X.	North-Western (State) (*a*)	1·00	0·82	0·73	1·16	1·00													—	—	—	—	—	1·42	1·16	—	—	—	—	—	2·00
XII.	Oudh and Rohilkhand (State)	1·00	—	—	—	—	—	—	—	—	—	—	—	1·00	—	1·11	—	—	—	—	1·25	—	—	—	—	—	—	—	—	—	—
XIII.	Eastern Bengal (State)	1·00	—	—	—	—	—	1·13	1·13	—	—	—	1·13	1·00	1·20	1·15	1·16	—	—	—	—	—	—	—	—	—	—	—	—	—	—
XVI.	East Coast (State)	1·00	0·90	—	—	—	2·00	—	—	—	—	—	1·14	—	1·19	—	—	—	1·02	—	—	—	—	—	—	—	—	—	—	—	2·40
XXII.	Great Indian Peninsula	1·00	0·80	0·68	—	1·11	1·42												1·05	1·25	1·25	1·51	1·78	—	—	—	—	1·25	—	2·40	
XXIII.	Bombay, Baroda, and Central India	1·00	0·80	—	—	—	1·11												—	—	—	—	—	—	—	—	—	—	—	—	2·50
XXIV.	Madras	1·00	—	0·80	—	—	—	1·14	—	—	—	—	—	1·00	—	—	—	—	1·09	—	—	—	—	—	—	—	—	—	—	—	2·60
XXX.	The Nizam's Guaranteed State	1·00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1·05	—	—	—	—	—	—	—	—	—	—	—	—
	METRE GAUGE.																														
XLI.	Southern Mahratta	1·00	0·80	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1·20	—	—	—	—	—	—	—	—	—	—	2·40
XLIV.	South Indian	1·00	—	—	—	—	—	0·88	—	—	1·03	—	—	—	—	1·29	—	0·86	—	1·49	—	—	—	—	—	—	—	—	—	—	2·82
XLVII.	Eastern Bengal (State)— Northern and Behar Sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	1·00	—	—	—	—	—	1·13	—	—	—	—	1·13	1·00	—	1·15	—	—	—	—	—	—	—	—	—	—	0·94	—	—	—	—
	Decca Section	1·00	—	—	—	—	—	1·13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
XLVIII.	Burma	1·00	0·72	0·72	—	1·08	—	1·13	1·13	0·97	—	—	—	—	—	1·01	1·13	—	—	—	—	—	—	—	—	—	2·56	—	—	2·86	

(*a*) The equivalents given are those used during the second half of the year.

CHAPTER XII.

Persons Employed.

Numbers employed.—Statement No. 41 on pages 186 and 187 gives detailed information regarding the number of persons of all races employed on the standard and metre gauge railways open for traffic during 1894.

The following is a summary of the figures:—

Year ending.	Number of Employés.				Number of Miles open.	Number of Stations.
	Europeans.	East Indians.	Natives.	Total.		
Standard Gauge.						
Previous year (*a*)	3,618	3,716	190,649	197,983	10,513·01	1,511
31st December 1894 (*b*)	3,769	4,412	204,358	212,539	11,432·73	1,640
Metre Gauge.						
Previous year (*c*)	979	2,222	64,963	68,164	6,976·44	1,004
31st December 1894 (*d*)	934	2,253	66,237	69,424	7,090·12	1,027
Total { Previous year	4,597	5,938	255,612	266,147	17,489·45	2,515
Total { 31st December 1894	4,703	6,665	270,595	281,963	18,522·85	2,667

Natives as usual formed the largest percentage of the entire body of servants. Under Europeans there was an increase of 4·17 per cent. on the standard gauge lines and a decrease of 4·60 per cent. on the metre gauge. East Indians show an increase of 18·73 per cent. on the standard gauge and of 1·39 per cent. on the metre gauge; while Natives show an increase of 7·19 per cent. on the standard gauge and of 1·96 per cent. on the metre gauge.

On the total for both gauges there was an increase under all classes as follows:

	Increase Per Cent.
Europeans	2·31
East Indians	12·24
Natives	5·86
Total	5·95

2. *Casualties.*—The percentage of casualties amongst Europeans and East Indians from various causes as compared with the previous year is given below:—

	1893.				1894.			
	Europeans.		East Indians.		Europeans.		East Indians.	
	Standard Gauge.	Metre Gauge.	Standard Gauge.	Metre Gauge.	Standard Gauge.	Metre Gauge.	Standard Gauge.	Metre Gauge.
Death	1·33	1·33	0·59	0·86	1·27	1·18	0·95	1·51
Resignation and discharge	10·64	12·26	12·46	12·47	10·77	14·03	10·43	13·05
Dismissal	2·29	2·45	2·34	3·82	1·78	2·57	2·86	4·93
Total	14·26	16·04	15·39	17·15	13·82	17·78	14·24	19·49
Total Standard and Metre Gauges	14·64		16·05		14·61		16·01	

(*a*) Excluding the East Coast (State) and the Nizam's Guaranteed State Railways, but including the metre gauge section of the Eastern Bengal (State) Railway.

(*b*) Including the metre gauge section of the Eastern Bengal (State) Railway.

(*c*) Excluding the Bengal Dooars, West of India Portuguese, and the metre gauge section of the Eastern Bengal (State) Railway.

(*d*) Excluding the West of India Portuguese, and the metre gauge section of the Eastern Bengal State (Railway).

STATEMENT

NUMERICAL RETURN of SERVANTS of all RACES employed on the STANDARD and

Serial Number.	Railway.	General Administration, including Agency, Audit, Accounts, Paymaster's, Stores, Medical, Barrack, Printing, Stationery, and Police Establishments.				Traffic and Telegraph Departments.				Engineer's Department.			
		Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.
	Standard Gauge.												
	STATE LINES WORKED BY COMPANIES.												
I.	East Indian (*a*)	68	32	2,661	2,761	389	266	11,769	12,424	78	37	17,453	17,568
II.	Bengal-Nágpur	11	42	557	610	37	164	1,174	1,375	24	20	7,837	7,881
III.	Indian Midland (*b*)	28	22	453	503	43	46	1,403	1,492	25	7	3,784	3,816
V.	Godhra-Rutlam	—	—	39	39	—	—	81	81	—	—	95	95
	STATE LINES WORKED BY THE STATE.												
X.	North-Western (State) (*c*)	27	19	2,075	2,121	233	227	8,021	8,481	102	40	20,468	20,610
XII.	Oudh and Rohilkhand (State)	10	35	633	678	62	76	2,619	2,757	17	27	4,799	4,843
XIII.	Eastern Bengal (State) (*d*)	17	17	981	1,015	79	157	4,203	4,439	27	11	5,399	5,437
XIV.	Bengal Central	2	—	8	(*e*) 10	Worked by the Eastern Bengal (State) Railway.				1	—	538	539
XV.	Calcutta Port Commissioners'	—	—	2	2	1	13	269	283	—	—	—	—
XVI.	East Coast (State)	9	19	325	353	9	64	626	696	11	16	2,895	2,922
	LINES WORKED BY GUARANTEED COMPANIES.												
XXII.	Great Indian Peninsula (*f*)	44	40	1,330	1,414	387	297	7,391	8,075	73	55	19,009	19,137
XXIII.	Bombay, Baroda, and Central India	25	36	837	898	28	17	2,584	2,579	14	—	2,562	2,576
XXIV.	Madras (*g*)	17	59	798	874	91	465	3,657	4,213	15	97	4,677	4,789
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.												
XXX.	The Nizám's Guaranteed State (*h*)	10	16	379	405	4	67	539	610	18	19	1,583	1,620
XXXI.	The Gaekwar's Petlád	—	—	—	—	—	—	37	37	—	—	55	55
	Total Standard Gauge	268	337	11,078	11,683	1,363	1,856	44,323	47,542	405	329	91,154	91,888
	Metre Gauge.												
	STATE LINES WORKED BY COMPANIES.												
XXXVII.	Bengal and North-Western—												
	Tirhoot Section	15	8	573	596	25	42	1,540	1,607	11	4	2,811	2,826
	Company's Section												
XXXIX.	Rajputana-Malwa (*i*)	41	44	1,509	1,594	130	152	4,256	4,538	26	24	7,267	7,317
XLI.	Southern Mahratta (*j*)	22	57	1,034	1,113	30	156	2,950	3,136	19	38	5,063	5,120
XLIV.	South Indian (*k*)	9	25	526	560	13	96	2,973	3,082	21	34	4,432	4,487
XLV.	Máyavaram Mutupet	—	—	11	11	—	—	71	71	—	—	262	262
	STATE LINE WORKED BY THE STATE.												
XLVIII.	Burma (State)	10	27	184	(*l*) 221	29	163	1,232	1,424	19	47	3,757	3,823
	ASSISTED COMPANIES.												
LI.	Deoghur	—	—	1	1	—	—	13	13	—	—	26	26
LII.	Rohilkund and Kumaon (Company's Section) (*m*).	3	1	152	156	10	10	592	612	3	1	996	1,00
LIII.	Bengal Dooars (*n*)	1	—	15	16	1	2	63	66	2	1	234	
LIV.	Dibru-Sadiya	3	—	79	82	1	—	162	163	1	—	335	
	LINES OWNED AND WORKED BY NATIVE STATES.												
LXI.	Jodhpore-Bickaneer—												
	Jodhpore Section	2	—	81	83	—	1	250	251	—	—	750	
	Bickaneer Section												
LXII.	Bhávnagar - Gondal - Junágarh - Porbandar. (*o*)	5	2	260	267	5	8	626	639	3	6	1,229	1,2
	Total Metre Gauge	111	164	4,425	4,700	244	630	14,728	15,602	105	155	27,162	27,422
	Total Standard and Metre Gauge	379	501	15,503	16,383	1,607	2,486	59,051	63,144	510	484	118,316	119,310

(*a*) Including the Delhi-Umballa-Kalka and the Tarkessur Railways.
(*b*) Including the Bhopal-Itársi Railway.
(*c*) Including the Hyderabad-Shadipalli, the Rájpura-Bhátinda, and the Jammu and Kashmir Railways.
(*d*) Including the figures of the Bengal Central Railway (excluding Agency Stores, and Engineer's Departments) and of the metre gauge sections.
(*e*) Agency and Stores only; others included with the Eastern Bengal (State) Railway.
(*f*) Including the Wardha Coal, the Dhond-Manmád, and the Khámgaon and Amráoti Railways.
(*g*) Including the Kolar Goldfields Railway.
(*h*) Including the Bezwada Extension.

No. 41.

METRE GAUGE RAILWAYS (Open Lines only) on the 31st December 1894.

Locomotive and Carriage and Waggon Departments, including Steamboat Establishments.				Total.				Number of Miles Open. (*See also* Statement No. 33, pages 141 to 143.)	Number of Stations.	Railway.	Serial Number.
Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.				
										Standard Gauge.	
										STATE LINES WORKED BY COMPANIES.	
391	253	12,513	13,157	926	588	44,396	45,910	1,847·74	233	East Indian (*a*)	I.
87	120	1,957	2,164	159	346	11,525	12,030	860·88	90	Bengal-Nágpur	II.
81	100	1,882	2,063	177	175	7,522	7,874	734·46	96	Indian Midland (*b*)	III.
7	6	121	134	7	6	336	349	115·50	14	Godhra-Ratlam	V.
										STATE LINES WORKED BY THE STATE.	
425	298	12,272	12,995	787	584	42,836	44,207	2,612·31	349	North-Western (State) (*c*)	X.
59	28	3,555	3,642	148	166	11,606	11,920	796·64	118	Oudh and Rohilkhand (State)	XII.
95	55	4,884	5,034	218	240	15,467	15,925	937·97	194	Eastern Bengal (State) (*d*)	XIII.
Worked by the Eastern Bengal (State) Railway.				3	—	546	549	(125·01)	(26)	Bengal Central	XIV.
1	—	46	47	2	13	317	332	6·22	4	Calcutta Port Commissioners'	XV.
30	137	1,465	1,632	59	233	5,311	5,603	354·40	47	East Coast (State)	XVI.
										LINES WORKED BY GUARANTEED COMPANIES.	
333	315	11,229	11,877	837	707	38,959	40,503	1,490·24	217	Great Indian Peninsula (*f*)	XXII.
112	66	2,867	3,045	179	119	8,800	9,098	460·90	87	Bombay, Baroda, and Central India	XXIII.
78	422	3,908	4,408	201	1,043	13,040	14,284	849·22	148	Madras (*g*)	XXIV.
										LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.	
34	90	1,093	1,217	66	192	3,594	3,852	352·90	41	The Nizam's Guaranteed State (*h*)	XXX.
—	—	11	11	—	—	103	103	13·35	2	The Gaekwar's Petlád	XXXI.
1,733	1,890	57,803	61,426	3,769	4,412	204,358	212,539	11,432·73	1,640	Total Standard Gauge.	
										Metre Gauge.	
										STATE LINES WORKED BY COMPANIES.	
										Bengal and North-Western—	XXXVII.
29	42	2,097	2,168	80	96	7,021	7,197	756·30	127	Tirhoot Section. Company's Section.	
233	319	7,025	7,577	430	539	20,057	21,026	1,783·93	248	Rajputana-Malwa (*i*)	XXXIX.
74	305	2,860	3,239	145	556	11,907	12,608	1,553·21	205	Southern Mahratta (*j*)	XLI.
63	486	4,324	4,873	106	641	12,255	13,002	1,049·31	155	South Indian (*k*)	XLIV.
—	2	68	70	—	2	412	414	53·99	10	Máyavaram Mutupet	XLV.
										STATE LINE WORKED BY THE STATE.	
40	134	2,448	2,622	98	371	7,621	8,090	745·39	117	Burma (State)	XLVIII.
										ASSISTED COMPANIES.	
—	—	15	15	—	—	55	55	4·79	1	Deoghur	LI.
10	4	576	590	26	16	2,316	2,358	285·09	43	Rohilkund and Kumaon (Company's Section) (*m*).	LII.
1	—	39	40	5	3	351	359	36·40	10	Bengal Dooars (*n*)	LIII.
2	2	86	90	7	2	662	671	77·50	14	Dibru-Sadiya	LIV.
										LINES OWNED AND WORKED BY NATIVE STATES.	
										Jodhpore-Bickaneer—	LXI.
—	1	223	224	2	2	1,304	1,308	334·00	41	Jodhpore Section. Bickaneer Section.	
22	9	161	192	35	25	2,276	2,336	380·21	56	Bhávnagar - Gondal - Junágarh - Porbandar. (*o*)	LXII.
474	1,304	19,922	21,700	934	2,253	66,237	69,424	7,090·12	1,027	Total Metre Gauge.	
2,207	3,194	77,725	83,126	4,703	6,665	270,595	281,963	18,522·85	2,667	Total Standard and Metre Gauge.	

(*i*) Including the Palánpur-Deesa and the Gaekwar's Mehsána Railways.
(*j*) Including the Guntakal-Mysore Frontier, the Southern Mahratta Railway (Mysore Section), the Kolhápur, the Yesvantpur-Mysore Frontier and the Mysore-Nanjangúd Railways.
(*k*) Including the Pondicherry Railway.
(*l*) Excluding Police, which is under the control of the Inspector-General of Police, Burma.
(*m*) Including the Rohilkund and Kumaon (Lucknow-Bareilly Section).
(*n*) Excluding Agency, Audit and Accounts.
(*o*) Including the Jetalsar-Rájkot Railway.

NOTE.—The figures entered within parentheses are not included in the total.

STATEMENT

NUMERICAL RETURN of CASUALTIES, whether by Death, Resignation and Discharge, or Dismissal, amongst the EUROPEAN and EAST

Serial Number.	Railway.	General Administration, including Agency, Audit, Accounts, Paymaster's, Stores, Medical, Barrack, Printing, Stationery, and Police Establishments.										Traffic and Telegraph Departments.										Engineer's				
		Europeans.					East Indians.					Europeans.					East Indians.					Europeans.				
		Average Number employed.	Number of Casualties by				Average Number employed.	Number of Casualties by				Average Number employed.	Number of Casualties by				Average Number employed.	Number of Casualties by				Average Number employed.	Number of Casualties by			
			Death.	Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.
	Standard Gauge. STATE LINES WORKED BY COMPANIES.																									
I.	East Indian (*a*)	66·81	—	3	—	3	27·74	1	2	—	3	381·66	6	55	6	67	260·88	4	40	4	48	69·89	1	4	—	5
II.	Bengal-Nágpur	11·00	—	3	—	3	41·00	—	5	—	5	27·30	1	6	—	7	79·30	1	2	2	5	20·33	—	7	—	7
III.	Indian Midland (*b*)	26·57	—	—	1	1	21·99	1	1	1	3	37·83	—	7	2	9	38·83	3	11	1	15	24·40	—	3	1	4
V.	Godhra-Rutlam	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	STATE LINES WORKED BY THE STATE.																									
X.	North-Western (State) (*c*)	28·83	—	—	—	—	19·33	1	—	1	2	219·67	6	37	13	56	227·75	1	28	11	40	94·33	2	5	1	8
XII.	Oudh and Rohilkhand (State)	9·13	—	1	—	1	36·08	1	9	2	12	59·24	—	9	5	14	67·66	1	4	5	10	17·00	—	1	1	2
XIII.	Eastern Bengal (State) (*d*)	17·00	—	3	—	3	15·60	—	1	—	1	93·13	—	17	2	19	131·60	1	38	2	41	25·01	—	2	1	3
XIV.	Bengal Central	2·00 (*e*)	—	—	—	—	—	—	—	—	—	Worked by the Eastern Bengal State Railway										1·00	—	—	—	—
XV.	Calcutta Port Commissioners'	—	—	—	—	—	—	—	—	—	—	1·00	—	—	—	—	12·33	1	2	—	3	—	—	—	—	—
XVI.	East Coast (State)	Detailed information not furnished, only totals (see page 181).										—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	LINES WORKED BY GUARANTEED COMPANIES.																									
XXII.	Great Indian Peninsula (*f*)	43·00	—	—	—	—	39·00	—	1	—	1	403·00	2	29	—	31	304·00	4	20	1	25	72·00	—	5	3	8
XXIII.	Bombay, Baroda and Central India.	22·00	—	2	—	2	36·00	1	3	—	4	20·00	—	3	—	3	18·00	1	—	—	1	14·00	—	—	—	—
XXIV.	Madras (*g*)	17·00	—	3	1	4	58·59	—	4	—	4	88·58	1	12	2	15	448·92	2	30	14	46	17·00	—	2	—	2
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.																									
XXX.	The Nizam's Guaranteed State (*h*)	10·00	—	—	—	—	16·00	—	—	—	—	4·00	—	—	—	—	69·00	1	—	—	1	18·00	—	—	1	1
XXXI.	The Gaekwar's Petlád	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Total Standard Gauge	253·34	—	15	2	17	311·33	5	26	4	35	1,335·41	16	175	30	221	1,658·27	20	175	40	235	372·96	3	29	8	40
	Metre Gauge. STATE LINES WORKED BY COMPANIES.																									
XXXVII.	Bengal and North-Western - {Tirhoot Section / Company's Section}	15·00	—	—	—	—	8·00	—	—	—	—	24·00	—	10	1	11	39·00	1	9	3	13	10·75	2	1	—	—
XXXIX.	Rajputana-Malwa (*i*)	40·00	1	8	—	9	44·90	1	2	1	4	133·01	2	12	3	17	55·00	2	28	—	30	26·62	—	1	—	1
XLI.	Southern Mahratta (*j*)	22·00	—	2	1	3	57·00	1	2	—	3	35·00	—	9	—	9	153·00	1	6	29	36	21·00	—	2	—	2
XLIV.	South Indian (*k*)	9·00	—	—	—	—	25·00	—	—	—	—	13·00	—	2	—	2	100·00	3	21	12	36	16·00	—	1	—	1
XLV.	Máyavaram-Mutupet	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	STATE LINE WORKED BY THE STATE.																									
XLVIII.	Burma (State)	8·02	—	—	—	—	23·01	1	2	—	3	29·00	1	7	—	8	163·00	3	29	2	34	14·50	—	4	—	4
	ASSISTED COMPANIES.																									
LI.	Deoghur	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
LII.	Rohilkund and Kumaon (Company's Section) (*l*).	3·00	—	—	—	—	1·00	—	1	—	1	10·08	—	5	—	5	10·91	—	15	1	16	3·00	—	—	—	—
LIII.	Bengal Doors (*m*)	1·00	—	1	—	1	—	—	—	—	—	1·00	—	—	—	—	2·00	—	2	—	2	2·00	—	1	—	1
LIV.	Dibru-Sadiya	3·50	—	1	—	1	—	—	—	—	—	1·00	—	—	—	—	—	—	—	—	—	1·00	—	—	—	—
	LINES OWNED AND WORKED BY NATIVE STATES.																									
LXI.	Jodhpore-Bickaneer :— Jodhpore Section / Bickaneer Section	2·00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1·00	—	—	—	—	—	—	—	—	—
LXII.	Bhávnagar-Gondal-Junágarh-Porbandar (*n*).	5·75	—	—	1	1	2·00	—	—	—	—	5·00	—	—	—	—	10·00	—	2	—	2	3·00	—	—	—	—
	Total Metre Gauge	109·27	1	12	2	15	163·91	3	7	1	11	251·08	3	45	4	52	633·91	10	112	47	169	97·87	2	10	—	12
	Total Standard and Metre Gauge	362·61	1	27	4	32	475·24	8	33	5	46	1,586·49	19	220	34	273	2,292·18	30	287	87	404	470·83	5	39	8	52

(*a*) Including the Delhi-Umballa-Kalka and the Tarkessur Railways.
(*b*) Including the Bhopal-Itársi Railway.
(*c*) Including the Hyderabad-Shadipalli, the Rájpura-Bhatinda, and the Jammu and Kashmir Railways.
(*d*) Including the figures of the Bengal Central Railway (excluding Agency, Stores, and Engineer's Departments), and of the metre gauge sections.
(*e*) Agency and Stores Departments only.
(*f*) Including the Wardha Coal, the Dhond-Manmád and the Khámgaon and Amráoti Railways.
(*g*) Including the Kolar Goldfields Railway.
(*h*) Including the Bezwada Extension.

No. 42.

INDIAN Employés on the STANDARD and METRE GAUGE RAILWAYS (Open Lines only) during the Year ending the 31st December 1894.

Department. — East Indians. — Average Number employed.	Death.	Number of Casualties by: Resignation and Discharge.	Dismissal.	Total.	Locomotive and Carriage and Waggon Departments, including Steamboat Establishments. — Europeans. — Average Number employed.	Death.	Number of Casualties by: Resignation and Discharge.	Dismissal.	Total.	East Indians. — Average Number employed.	Death.	Number of Casualties by: Resignation and Discharge.	Dismissal.	Total.	Total. — Europeans. — Average Number employed.	Death.	Number of Casualties by: Resignation and Discharge.	Dismissal.	Total.	East Indians. — Average Number employed.	Death.	Number of Casualties by: Resignation and Discharge.	Dismissal.	Total.	Mean Mileage worked. (*See also* Statement No. 33, pages 133 to 155.)	Railway.
																										Standard Gauge. STATE LINES WORKED BY COMPANIES.
37·46	1	5	—	6	382·50	5	27	4	36	253·50	1	21	2	24	900·86	12	89	10	111	579·58	7	68	6	81	1,858·53	East Indian (*a*).
19·33	1	3	—	3	86·00	1	18	6	25	113·00	—	14	8	22	144·63	2	34	6	42	252·63	1	24	10	35	862·33	Bengal-Nágpur.
6·74	—	2	—	2	79·00	1	16	—	17	111·00	2	21	—	23	167·80	1	26	4	31	178·56	6	35	2	43	753·78	Indian Midland (*b*).
—	—	—	—	—	6·00	—	—	—	—	6·00	—	—	—	—	6·00	—	—	—	—	6·00	—	—	—	—	55·15	Godhra-Rutlam.
																										STATE LINES WORKED BY THE STATE.
40·83	—	2	2	4	418·00	8	31	4	43	285·00	4	16	1	21	760·83	16	73	18	107	572·91	6	46	15	67	2,618·47	North-Western (State) (*c*).
27·00	—	—	1	1	61·66	—	4	3	7	26·50	—	1	—	1	147·03	—	15	9	24	157·24	2	14	8	24	772·60	Oudh and Rohilkhand (State).
14·11	—	3	1	4	100·33	1	8	—	9	60·24	1	14	1	16	235·47	1	30	3	34	221·55	2	56	4	62	937·81	Eastern Bengal (State) (*d*).
—	—	—	—	—	Worked by the Eastern Bengal State Railway.										3·00	—	—	—	—	—	—	—	—	—	(125·01)	Bengal Central.
—	—	—	—	—	1·00	—	—	—	—	—	—	—	—	—	2·00	—	—	—	—	12·33	1	2	—	3	6·22	Calcutta Port Commissioners'.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	87·00	—	25	6	31	275·00	2	31	24	57	289·96	East Coast (State).
																										LINES WORKED BY GUARANTEED COMPANIES.
55·00	—	—	—	—	342·00	7	26	—	33	315·00	1	34	—	35	860·00	9	60	3	72	713·00	5	55	1	61	1,490·23	Great Indian Peninsula (*f*).
—	—	—	—	—	102·00	3	18	—	21	49·60	—	6	—	6	158·00	3	23	—	26	103·00	2	9	—	11	460·90	Bombay, Baroda, and Central India.
99·00	1	22	—	23	81·00	2	10	2	14	433·00	3	36	6	45	203·58	3	27	5	35	1,039·51	6	92	20	118	845·08	Madras (*g*).
																										LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.
19·00	—	1	—	1	34·00	1	4	2	7	90·00	1	27	36	64	66·00	1	4	3	8	194·00	2	28	36	66	354·70	The Nizam's Guaranteed State. (*h*)
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13·35	The Gaekwar's Petlád.
318·47	2	38	4	44	1,693·49	29	162	21	212	1,742·24	13	190	54	257	3,742·20	48	406	67	521	4,305·31	42	460	126	628	11,318·96	Total Standard Gauge.
																										Metre Gauge. STATE LINES WORKED BY COMPANIES.
3·00	—	—	1	1	30·75	1	4	—	5	42·33	—	3	—	3	80·50	3	15	1	19	92·33	1	12	4	17	756·30	Bengal and North-Western. (Tirhoot Section. / Company's Section.)
25·33	—	2	—	2	224·00	1	28	—	39	255·00	7	45	10	62	423·62	4	49	13	66	480·23	10	77	11	98	1,783·93	Rajputana-Malwa (*i*).
38·00	—	6	1	7	79·00	—	13	8	21	304·00	1	31	29	61	457·00	—	26	9	35	552·00	3	45	59	107	1,556·24	Southern Mahratta (*j*).
31·00	—	7	1	8	62·00	—	2	—	2	499·00	11	62	20	93	100·00	—	5	—	5	655·00	14	90	33	137	1,049·31	South Indian (*k*).
—	—	—	—	—	—	—	—	—	—	2·58	—	—	—	—	—	—	—	—	—	2·58	—	—	—	—	40·53	Máyavaram-Mutupet.
																										STATE LINE WORKED BY THE STATE.
47·60	—	3	—	3	40·00	2	10	—	12	134·00	1	15	1	17	91·52	3	21	—	24	370·61	5	49	3	57	732·48	Burma (State).
																										ASSISTED COMPANIES.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4·79	Deoghur.
1·00	—	—	—	—	10·00	—	1	—	1	4·00	—	1	—	1	26·08	—	6	—	6	16·91	—	17	1	18	278·88	Rohilkund and Kumaon (Company's Section) (*l*).
1·00	—	—	—	—	1·00	—	2	—	2	—	—	—	—	—	5·00	—	4	—	4	3·00	—	2	—	2	34·50	Bengal Docars (*m*).
—	—	—	—	—	2·00	—	—	—	—	2·00	—	—	—	—	7·50	—	1	—	1	2·00	—	—	—	—	77·50	Dibru-Sadiya.
																										LINES OWNED AND WORKED BY NATIVE STATES.
—	—	—	—	—	—	—	—	—	—	1·76	1	—	—	1	2·00	—	—	—	—	2·76	1	—	—	1	364·00	Jodhpore-Bickaneer. (Jodhpore Section. / Bickaneer Section.)
6·50	—	—	—	—	24·00	1	4	—	5	6·00	—	—	—	—	37·75	1	4	1	6	24·50	—	2	—	2	380·21	Bhávnagar-Gondal-Junágarh-Porbandar (*n*).
153·43	—	18	3	21	472·75	5	64	18	87	1,250·67	21	157	60	238	930·97	11	131	24	166	2,201·92	34	294	111	439	7,058·67	Total Metre Gauge.
471·90	2	56	7	65	2,166·24	34	226	39	299	2,992·91	34	347	114	495	4,673·17	59	537	91	687	6,507·23	76	754	237	1067	18,377·63	Total Standard and Metre Gauge.

(*i*) Including the Pálanpur-Deesa and the Gaekwar's Mehsána Railways.
(*j*) Including the Guntakal-Mysore Frontier, the Southern Mahratta Railway (Mysore Section) the Kolhápur, the Yesvantpur-Mysore Frontier and the Mysore-Nanjangúd Railways.
(*k*) Including the Pondicherry Railway.
(*l*) Including the Rohilkund-Kumaon (Lucknow-Bareilly Section).
(*m*) Excluding the Agency, Audit, and Accounts.
(*n*) Including the Jetalsar-Rájkot Railway.

NOTE.—The figures within parentheses are not included in the total.

3. *Provident Institutions.*—The following statement gives the number of depositors in the State Railway Provident Fund Institutions, and the sums at their credit on the 31st of December 1894:—

STATEMENT No. 43.

Serial Number.	Railway.	No. of Staff Depositing.	No. of Depositors.		Amount at Credit on the 31st December 1894.			
			Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus.	Total.
	Standard Gauge.							
	STATE LINES WORKED BY COMPANIES.				Rs.	Rs.	Rs.	Rs.
I.	East Indian	5,856	*3,931	*1,925	†	†	†	1,00,76,639
II.	Bengal-Nágpur	1,222	51	1,222	6,633	1,06,514	51,674	1,64,821
III.	Indian Midland	1,474	42	1,474	4,263	2,06,626	10,576	2,21,465
	Total	8,552	4,024	4,621	‡10,896	‡3,13,140	‡62,250	1,04,62,925
	STATE LINES WORKED BY THE STATE.							
X.	North-Western (State)	4,898	367	4,896	52,973	11,90,452	10,83,913	23,27,338
XII.	Oudh and Rohilkhand (State)	1,361	73	1,297	14,481	3,25,329	1,97,439	5,37,249
XIII.	Eastern Bengal (State)	2,677	64	2,677	15,663	4,72,694	3,98,720	8,87,077
XVI.	East Coast (State)	560	1	560	6	16,505	7,059	23,570
	Total	9,496	505	9,430	83,123	20,04,980	16,87,131	37,75,234
	Total Standard Gauge	18,048	4,529	14,051	‡94,019	‡23,18,120	‡17,49,381	1,42,38,159
	Metre Gauge.							
	STATE LINES WORKED BY COMPANIES.							
XXXVII.	Bengal and North-Western— Tirhoot Section	851	22	851	29,796	1,62,386	1,10,409	3,02,591
	Company's Section							
XXXIX.	Rajputana-Malwa §	2,873	186	2,865	64,608	6,01,110	5,41,125	12,06,843
XLI.	Southern Mahratta	2,777	—	2,777	—	3,32,284	1,06,952	4,39,236
XLIII.	Southern Mahratta (Mysore Section)							
XLIV.	South Indian	2,003	9	2,003	449	1,90,562	79,552	2,70,563
	Total	8,504	217	8,496	94,853	12,86,342	8,38,038	22,19,233
	STATE LINES WORKED BY THE STATE.							
XLVII.	Eastern Bengal (State)— Northern and Behar Sections, (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) Dacca Section	Included with the standard gauge section.				—	—	—
XLVIII.	Burma (State)	1,360	30	1,307	8,283	1,86,041	1,36,795	3,31,119
	Total	1,360	30	1,307	8,283	1,86,041	1,36,795	3,31,119
	Total Metre Gauge	9,864	247	9,803	1,03,136	14,72,383	9,74,833	25,50,352
	COLLIERIES.							
	Umaria Colliery	17	1	16	914	10,233	4,549	‖15,693
	Warora Colliery	36	4	32	1,504	7,370	3,262	¶12,136
	Total Collieries	53	5	48	2,415	17,603	7,811	27,829
	Grand Tota	27,965	4,781	23,902	‡1,99,570	‡38,08,106	27,32,025	1,68,16,340

* The number under "voluntary" represents subscribers of over 5 per cent., and that under "compulsory" of subscribers of 5 per cent. only.

† Not shown separately.

‡ Excluding the East Indian Railway.

§ Including the Pálanpur-Dessa Railway and the Godhra-Rutlam (standard gauge) Railway.

‖ Including Rs. 911 on account of Fine Fund.

¶ „ Rs. 528 „ „

4. *Railway Volunteer Corps.*—The following abstract gives the enrolled strength and the number of efficients in the several Railway Volunteer Corps on the 31st of March 1895 :—

STATEMENT No. 44.

Serial Number.	Corps.	Enrolled strength.	Efficients.				Non-Efficients.	Sergeant Instructors, 1st and 2nd Class.	Drill Instructors.	Head-Quarters.	Remarks.
			Officers.	Non-commissioned Officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
I.	East Indian Railway	1,681	60	158	1,414	1,632	49	14	—	Jamálpur.	
II.	Bengal-Nágpur Railway	(a) 546	20	64	457	541	5	6	—	Nágpur.	(a) 41 non-railway employés included in the enrolled strength.
III.	Indian Midland Railway—Midland Railway Volunteer Rifles.	356	22	50	281	353	3	3	—	Jhánsi.	(b) 14 non-railway employés included in the enrolled strength.
X.	North-Western (State) Railway—3rd Punjab (North-Western(State) Railway) Volunteer Rifles.	1,214	38	138	1,030	1,206	8	10	—	Lahore.	
XII.	Oudh and Rohilkhand (State) Railway— Oudh Volunteer Rifles.	180	9	23	146	178	2	1	—	Lucknow.	
	Oudh Volunteer Rifles (Reserve).	12	—	—	12	12	—	—	—	Lucknow.	
	Rohilkhand Volunteer Rifles.	107	2	6	98	106	1	1	—	Bareilly.	
	Gházipur Volunteer Rifles.	5	—	—	5	5	—	—	—	Benares.	
	Cawnpore Volunteer Rifles.	2	—	—	2	2	—	—	—	Cawnpore.	
	Oudh Light Horse.	4	1	1	2	4	—	—	—	Lucknow.	
XIII.	Eastern Bengal (State) Railway.	583	19	64	445	528	55	3	1	Sealdah.	
XXII.	Great Indian Peninsula Railway.	1,124	31	181	910	1,122	2	10	2	Bombay.	
XXIII.	Bombay, Baroda, and Central India Railway—										
	1st Battalion Bombay, Baroda, and Central India Railway Volunteer Rifles.	557	21	81	423	525	32	5	1	Bombay.	
	1st Battalion Bombay, Baroda, and Central India Railway Volunteer Rifles (Reserve).	29	1	1	23	25	4	—	—	Bombay.	
XXIV.	Madras Railway	980	30	104	769	903	77	9	1	Perambúr.	
XXX.	The Nizám's Guaranteed State Railway — Hyderabad Volunteer Rifles.	(b) 186	5	22	155	182	4	1	—	Secunderabad.	
	Carried forward	7,566	259	893	6,172	7,324	242	63	5		

STATEMENT No. 44—*concluded.*

Serial Number	Corps.	Enrolled strength.	Efficients.				Non-Efficients.	Sergeant Instructors, 1st and 2nd Class.	Drill Instructors.	Head-Quarters.	Remarks.
			Officers.	Non-commissioned Officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
	Brought forward -	7,566	259	893	6,172	7,324	242	63	5		
XXXVII.	Bengal and North-Western Railway (*a*)—										
	D Company -	(*b*) 50	1	4	45	50	—	1	—	Sonepore.	(*a*) Including the Tirhoot section.
	E Company -	(*c*) 74	3	5	66	74	—	(*d*)	—	Gorakhpur.	(*b*) 19 non-railway employés included in the enrolled strength.
	Do. (Reserve)	(*e*) 11	—	—	11	11	—	—	—	Gorakhpur.	
	F Company -	(*f*) 65	4	9	52	65	—	1	—	Samastipur.	(*c*) 12 non-railway employés included in the enrolled strength.
	Do. (Reserve)	1	—	—	1	1	—	—	—	Samastipur.	
	G Company -	(*g*) 35	2	2	30	34	1	1	—	Gonda.	
	Gorakhpur Light Horse.	11	1	2	7	10	1	—	—	Gorakhpur.	(*d*) 1 sergeant-instructor performs the work of both G and E Companies.
XXXIX.	Rajputana-Malwa Railway—2nd Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles.	978	32	110	826	968	10	10	—	Ajmere.	(*e*) 7 non-railway employés included in the enrolled strength.
XLI.	Southern Mahratta Railway.	662	3	51	592	646	16	5	—	Hubli.	(*f*) 4 non-railway employés included in the enrolled strength.
XLIV.	South Indian Railway -	733	21	80	583	684	49	7	—	Negapatam	(*g*) 20 non-railway employés included in the enrolled strength.
XLVIII.	Burma (State) Railway	(*h*) 548	18	72	434	524	24	8	2	Rangoon.	(*h*) 100 non-railway employés included in the enrolled strength.
LII.	Rohilkund and Kumaon Railway (Company's Section) — Rohilkund Volunteer Rifles.	28	2	2	24	28	—	1	—	Bareilly.	(*i*) 2 non-railway employés included in the enrolled strength.
LXII.	Bhávnagar - Gondál - Junágarh - Porbandar Railway—1st Battalion Bombay, Baroda, and Central India Railway Volunteer Rifles.	72	3	5	62	70	2	1	—	Ghadechi.	
LXIX.	Darjeeling - Himalayan Railway — Northern Bengal Mounted Rifles, "A" and "B" Troops.	17	1	2	14	17	—	—	—	Darjeeling and Tindhária.	
LXXIII.	Morvi Railway—Bombay, Baroda, and Central India Railway Volunteer Rifles (Reserve).	(*i*) 4	—	1	2	3	1	—	—	Ghadechi.	
	Total -	10,855	350	1,238	8,921	10,509	346	98	7		

5. The statement on the two following pages shows the strength and cost of police on the standard and metre gauge railways (open lines) and the amount of compensation payments made during 1894 on account of thefts.

Statement No. 45.

Strength and Cost of the Police Force on the Standard and Metre Gauge Railways (Open Lines) and the Amount of Compensation Payments due to Thefts for the year 1894.

STATEMENT

STRENGTH and COST of the POLICE FORCE on the STANDARD and METRE GAUGE RAILWAYS

Serial Number.	Railway.	Subordinate Officers.	Constables and Men.	PORTION OF THE TOTAL ANNUAL COST BORNE BY THE RAILWAY.*			
				Supervision.	Constables and Men.	Contingencies.	Total Cost of Force to the Railway.
	Standard Gauge.						
	STATE LINES WORKED BY COMPANIES.	Average No.	Average No.	Rs.	Rs.	Rs.	Rs.
I.	East Indian (*a*)	26	1,450	37,010	1,05,017	21,031	1,63,058
II.	Bengal-Nágpur	6	276	6,534	19,652	2,653	28,839
III.	Indian Midland (*b*)	26	212	17,510	15,293	2,361	35,164
V.	Godhra-Rutlam (*c*)	1	27	169	420	45	634
	STATE LINES WORKED BY THE STATE.						
X.	North-Western (*d*)	53	1,747	384	87,427	3,580	91,391
XI.	Hyderabad-Shadipalli	1	19	—	1,418	—	1,418
XII.	Oudh and Rohilkhand (State)	—	351	(*e*) 396	24,617	1,124	26,137
XIII.	Eastern Bengal (State) (*f*)	62	568	1,589	30,724	301	32,614
XVI.	East Coast (State)	—	50	—	4,905	—	4,905
	LINES WORKED BY GUARANTEED COMPANIES.						
XXII.	Great Indian Peninsula (*g*)	17	943	35,023	93,244	11,018	1,39,285
XXIII.	Bombay, Baroda, and Central India (*i*)	35	256	16,099	34,713	4,925	55,737
XXIV.	Madras (*j*)	7	284	11,795	19,139	4,483	35,417
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.						
XXX.	The Nizam's Guaranteed State (*k*)	27	154	7,946	18,941	1,765	28,652
	LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.						
XXXIII.	Rájpura-Bhátinda	5	46	—	823	—	823
	Metre Gauge.						
	STATE LINES WORKED BY COMPANIES.						
XXXVII.	Bengal and North-Western :— Tirhoot Section / Company's Section	5	362	4,945	26,987	475	32,407
XXXIX.	Rajputana-Malwa (*l*)	130	603	45,675	74,721	3,133	1,23,529
XLI.	Southern Mahratta (*m*)	10	542	14,954	47,831	4,608	67,393
XLIV.	South Indian (*n*)	—	222	—	(*o*) 32,938	—	32,938
	STATE LINE WORKED BY THE STATE.						
XLVIII.	Burma (State)	40	278	—	12,252	—	12,252
	ASSISTED COMPANIES.						
LII.	Rohilkund and Kumaon (Company's Section) (*p*)	11	120	—	—	—	12,028
LIII.	Bengal-Dooars	—	6	—	46	34	496
LIV.	Dibru-Sadiya (*q*)	—	—	—	—	—	—
	LINE OWNED AND WORKED BY NATIVE STATE.						
LXII.	Bhávnagar-Gondal-Junágarh-Porbandar (*r*)	20	110	—	—	—	(*s*) 25,428
	Total Standard and Metre Gauges	482	8,626	2,00,029	6,51,524	61,536	9,50,545

* Based on figures given in the Revenue Accounts.

(*a*) Including the Delhi-Umballa-Kalka and the Tarkessur Railways.
(*b*) Including the Bhopal-Itársi Railway.
(*c*) From 22nd October 1894, prior to which date it is included with the Bombay, Baroda, and Central India Railway.
(*d*) Including the Jammu and Kashmir Railway.
(*e*) Represents pay of one clerk.
(*f*) Including the Bengal Central Railway and the metre gauge sections of the Eastern Bengal (State) Railway.
(*g*) Including the Wardha Coal, the Dhond-Manmád, and the Khámgaon and the Amráoti Railways.
(*h*) The cost shown against this railway represents $\frac{1}{10}$ths of the total cost of the police force.
(*i*) Including the Godhra-Rutlam Railway up to 21st October 1894.
(*j*) Including Kolar Gold-fields Railway.

No. 45.

(Open Lines), and the Amount of Compensation Payments due to Thefts for the year 1894.

Cost of Force to the Railway per Mean Mile worked.	Compensation Payments due to Thefts or carelessness of Police.	Compensation Payments per 1,000 Tons of Goods moved during the year.	Compensation per 100,000 Tons of Goods Hauled one Mile during the Year.	Mean Mileage worked during the Year. (*See also* Statement No. 33, Pages 141 to 143.)	Railway.
					Standard Gauge.
Rs.	Rs.	Rs.	Rs.	Miles.	STATE LINES WORKED BY COMPANIES.
87·72	2,602	1·00	—	1,858·38	East Indian (*a*).
33·44	343	—	—	862·33	Bengal-Nágpur.
46·65	—	—	—	753·78	Indian Midland (*b*).
5·49	—	—	—	115·50	Godhra-Rutlam (*c*).
					STATE LINES WORKED BY THE STATE.
37·28	326	—	—	2,451·62	North-Western (*d*).
24·07	—	—	—	58·91	Hyderabad-Shadipalli.
33·83	1,787	1·56	1·00	772·60	Oudh and Rohilkhand (State).
34·78	14,388	11·91	8·30	937·81	Eastern Bengal (State) (*f*).
17·51	—	—	—	289·96	East Coast (State).
					LINES WORKED BY GUARANTEED COMPANIES.
93·46	4,150	1·53	1·00	1,490·23	Great Indian Peninsula (*g*).
111·15	775	1·00	—	501·48	Bombay, Baroda, and Central India (*i*).
41·91	2,339	3·00	1·73	845·08	Madras (*j*).
					LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.
80·78	—	—	—	354·70	The Nizam's Guaranteed State (*k*).
					LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.
7·62	—	—	—	107·94	Rájpura-Bhátinda.
					Metre Gauge.
					STATE LINES WORKED BY COMPANIES.
					Bengal and North-Western:—
42·85	12	3·00	—	756·30	Tirhoot Section. / Company's Section.
69·24	4,955	4·00	1·00	1,783·93	Rajputana-Malwa (*l*).
43·31	825	1·00	1·00	1,556·24	Southern Mahratta (*m*).
30·22	5,460	6·00	5·91	1,089·84	South Indian (*n*).
					STATE LINE WORKED BY THE STATE.
16·72	1,387	2·58	1·80	732·48	Burma (State).
					ASSISTED COMPANIES.
43·13	214	1·00	1·00	278·88	Rohilkund and Kumaon (Company's Section) (*p*).
14·38	—	—	—	34·50	Bengal-Dooars.
—	—	—	—	—	Dibru-Sadiya (*q*).
					LINE OWNED AND WORKED BY NATIVE STATE.
66·88	241	1·00	1·48	380·21	Bhávnagar-Gondal-Junágarh-Porbandar (*r*).
52·77	39,804	3·27	0·86	18,012·70	Total Standard and Metre Gauges.

(*k*) Including the Bezwada Extension.
(*l*) Including the Pálanpur-Deesa and the Gaekwar's Mehsána Railways.
(*m*) Including the Guntakal-Mysore Frontier, the Southern Mahratta (Mysore Section) the Yesvantpur-Mysore Frontier, the Mysore Nanjangúd, and the Kolhápur Railways.
(*n*) Including Máyavaram Muttupet and the Ponticherry Railways.
(*o*) 1. Including Rs. 20,330, beng cost of Government supervision.
2. The difference between this and the figures given in the revenue accounts is due to the actual cost of Government supervision for the half year ended 30th June 1894, having been taken against the approximate charged in the account for that period.
(*p*) Including the Rohilkund and Kumaon (Lucknow-Bareilly Section).
(*q*) No separate railway police force is entertained.
(*r*) Including the Jetálsar-Rájkot Railway.
(*s*) Figures taken from the Revenue Accounts, which include Rs. 8,630 on account of railway magisterial charges.

CHAPTER XIII.

Rolling Stock (Revenue).

The following statement shows the average number of Locomotives in use on the principal Railways and the work obtained from each during the year 1894.

Statement No. 46.

Serial Number.	Railway.	Number of Locomotives on the line on 31st December 1893.	Number added during 1894.*	Average Number of Locomotives in use during 1894.	Total Engine Mileage.	Average Mileage per Engine.	Average Mileage per Engine per Diem.
	Standard Gauge.						
	State Lines worked by Companies.	No.	No.	No.	Miles.	Miles.	Miles.
I.	East Indian	576	4	557	12,281,908	22,050	60·41
II.	Bengal-Nágpur	103	—	103	1,800,591	17,481	47·89
III.	Indian Midland (*a*)	105	12	115	1,701,179	14,857	40·71
	State Lines worked by the State.						
X.	North-Western (State) (*b*)	586	2	562	10,591,274	18,839	51·61
XII.	Oudh and Rohilkhand (State)	157	−1	153	3,577,549	23,349	63·97
XIII.	Eastern Bengal (State) (*c*)	97	—	97	(*d*)2,620,471	27,015	74·01
XVI.	East Coast (State)	29	9	38	628,376	16,536	45·30
	Lines worked by Guaranteed Companies.						
XXII.	Great Indian Peninsula (*e*)	605	—	605	10,445,481	17,265	47·30
XXIII.	Bombay, Baroda, and Central India (*f*)	134	9	143	2,908,299	20,409	55·92
XXIV.	Madras (*g*)	164	−1	162	2,979,630	18,444	50·53
	Line owned by Native State and worked by Company.						
XXX.	The Nizam's Guaranteed State (*h*)	50	—	49	773,166	15,779	43·23
	Metre Gauge.						
	State Lines worked by Companies.						
XXXVII.	Bengal and North-Western :—						
	Tirhoot Section	100	—	100	2,012,152	20,122	55·13
	Company's Section						
XXXIX.	Rajputana-Malwa (*i*)	424	16	432	8,136,189	18,834	51·60
XLI.	Southern Mahratta (*j*)	220	—	213	3,516,018	16,507	45·23
XLIV.	South Indian (*k*)	204	—	204	3,837,655	18,812	51·54
	State Lines worked by the State.						
XLVII.	Eastern Bengal (State)—						
	Northern and Behar Sections, (including the Kaunia-Dharlla 2′ 6″ gauge, Branch)	75	—	76	1,707,287	24,084	65·98
	Dacca Section	14	—	11	239,413	22,715	62·23
XLVIII.	Burma (State)	120	1	108	2,215,813	20,612	56·47
	Assisted Companies.						
LII.	Rohilkund and Kumaon :... (Company's Section) (*l*)	27	—	26	658,008	25,308	69·34
	Lines owned and worked by Native States.						
LXI.	Jodhpore-Bickaneer :—						
	Jodhpore Section	13	4	17	387,932	22,820	62·52
	Bickaneer Section						
LXII.	Bhávnagar - Gondal - Junágarh - Porbandar (*m*)	33	—	33	628,545	19,047	52·18

(*a*) Including the Bhopal-Itársi Railway.
(*b*) Including the Hyderabad-Shadipalli, the Rájpura-Bhátinda, and the Jammu and Kashmir Railways.
(*c*) Including the Bengal Central Railway.
(*d*) Including 2,112 miles run by ballast trains on the Bengal Central Railway.
(*e*) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon, and the Amráoti Railways.
(*f*) Including the Godhra-Rutlam and the Gaekwar's Petlád Railways.
(*g*) Including the Kolar Gold-fields Railway.
(*h*) Including the Bezwada extension.
(*i*) Including the Gaekwar's Mehsána and the Pálanpur-Deesa Railway.
(*j*) Including the Guntakal-Mysore Frontier, the Southern Mahratta (Mysore Section) the Kolhápur, the Yesvantpur-Mysore Frontier, and the Mysore-Nanjangúd Railways.
(*k*) Including the Máyavaram-Mutupet and the Pondicherry Railways.
(*l*) Including the Lucknow-Bareilly Section.
(*m*) Including the Jetalsar-Rájkot Railway.
* This represents the net addition, after allowing for the number of engines withdrawn during the year.

2. Statement No. 47 on the four following pages shows the number of engines and vehicles used in conveying traffic, and the number of miles run by trains during 1894.

Statement No. 47.

Engines and Vehicles used in conveying Traffic and the Number of Miles travelled by Trains on the Standard and Metre Gauge Railways during the year ending the 31st December 1894.

STATEMENT

ENGINES and VEHICLES used in conveying TRAFFIC and the NUMBER of Miles travelled by TRAINS

Serial Number.	Railway.	Mean Mileage worked (From Statement No. 33, pages 141 to 143.)	Number of Engines and Vehicles used in conveying						
			Engines.	Carriages.					
				First Class.	Second Class.	Third or Inter-mediate Class.	Lowest (Third or Fourth) Class.	Com-posite.	Total Number.
	Standard Gauge.	Miles.	No.	No.	No.	No.	No.	No.	No.
	STATE LINES WORKED BY COMPANIES.								
I.	East Indian (*a*)	1,858·38	580	104	90	73	670	125	1,062
II.	Bengal-Nágpur	862·33	103	8	15	8	181	41	253
III.	Indian Midland (*b*)	753·78	117	24	17	—	220	47	308
IV.	Bhopal-Itársi (British Section)	(13·11)	Worked by the Indian Midland Railway.					—	—
V.	Godhra-Rutlam	(55·15)	Worked by the Bombay, Baroda, and Central India Railway.						
VI.	Wardha Coal	(44·88)	Worked by the Great Indian Peninsula Railway.						—
VII.	Dhond-Manmád	(145·44)							
	Bezwada Extension	(20·58)	Worked by the Nizam's Guaranteed State Railway.						—
	Total	3,474·49	800	136	122	81	1,071	213	1,623
	STATE LINES WORKED BY THE STATE.								
X.	North-Western (State) (*c*)	2,618·47	588	94	82	98	759	205	1,238
XI.	Hyderabad-Shadipalli	(58·91)	Worked by the North-Western (State) Railway.						—
XII.	Oudh and Rohilkhand (State)	772·60	156	40	25	20	259	67	411
XIII.	Eastern Bengal (State) (*d*)	373·34	97	29	12	44	199	70	354
XIV.	Bengal Central	(125·01)	Worked by the Eastern Bengal (State) Railway.						—
XV.	Calcutta Port Commissioners'	6·22	6	—	—	—	—	—	—
XVI.	East Coast (State)	289·96	38	10	8	—	85	8	111
	Total	4,060·59	885	173	127	162	1,302	350	2,114
	LINES WORKED BY GUARANTEED COMPANIES.								
XXII.	Great Indian Peninsula (*f*)	1,490·23	605	88	150	—	555	97	890
XXIII.	Bombay, Baroda, and Central India (*g*).	529·40	143	25	41	22	253	60	401
XXIV.	Madras(*i*)	845·08	163	34	70	—	376	49	529
	Total	2,864·71	911	147	261	22	1,184	206	1,820
	ASSISTED COMPANIES.								
XXV.	Delhi-Umballa-Kalka	(161·40)	Worked by the East Indian Railway.					—	—
XXVI.	Tarkessur	(22·23)							
	Total	(183·63)	—	—	—	—	—	—	—
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
XXVII.	Khámgaon	(7·55)	Worked by the Great Indian Peninsula Railway.						—
XXVIII.	Amráoti	(5·44)							
XXIX.	Bhopal-Itársi (Native State Section).	(44·00)	Worked by the Indian Midland Railway.						—
XXX.	The Nizam's Guaranteed State (*j*)	354·70	50	16	8	—	52	16	92
XXXI.	The Gaekwar's Petlád	(13·35)	Worked by the Bombay, Baroda, and Central India Railway.						
XXXII.	Kolar Gold-fields	(5·86)	Worked by the Madras Railway.					—	—
	Total	354·70	50	16	8	—	52	16	92
	LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.								
XXXIII.	Rájpura-Bhátinda	(107·94)	Worked by the North-Western (State) Railway.						—
XXXIV.	Jammu and Kashmir (Native State Section).	(15·92)							
	Total	(123·86)	—	—	—	—	—	—	—
	Total Standard Gauge	10,754·49	2,646	472	518	265	3,609	785	5,649

(*a*) Including the Delhi-Umballa-Kalka and the Tarkessur Railways and foreign lines worked over.
(*b*) Including the Bhopal-Itársi Railway and foreign lines worked over.
(*c*) Including the Hyderabad-Shadipalli, the Rájpura-Bhátinda, and the Jammu and Kashmir Railways, and foreign lines worked over; but excluding the stock belonging to the late Salt Branch and the Ferozepore Tramway.
(*d*) Including the Bengal Central Railway.

NOTE.—The figures shown within parentheses are not included in the total.

No. 47.

on the STANDARD and METRE GAUGE RAILWAYS during the year ending the 31st December 1894.

Traffic.			Number of Train-Miles run.					Railway.	Serial Number.
Miscellaneous Coaching Vehicles (excluding Brake-vans).	Goods Vehicles of all descriptions (excluding Brake-vans and Cranes.)	Brake-vans.	Passenger (including Passenger proportion of mixed and light Train-Mileage).	Goods (including Goods proportion of mixed and light Train-Mileage).	Mixed and light Train-Mileage.	Total Train-Mileage.	Number of Train-Miles per mean Mile worked.		
No.	No.	No.	Miles.	Miles.	Miles.	Miles.	Miles.	*Standard Gauge.* STATE LINES WORKED BY COMPANIES.	
157	8,999	341	4,438,975	6,476,506	(3,972,476)	10,915,481	5,873·65	East Indian (*a*)	I.
40	3,407	123	449,114	1,158,495	(1,106,422)	1,607,609	1,864·26	Bengal-Nágpur	II.
45	2,060	126	693,086	860,845	(628,460)	1,553,931	2,061·52	Indian Midland (*b*)	III.
—	—	—	—	—	—	—	—	Bhopal-Itársi (British Section)	IV.
—	—	—	—	—	—	—	—	Godhra-Rutlam	V.
—	—	—	—	—	—	—	—	Wardha Coal	VI.
—	—	—	—	—	—	—	—	Dhond-Manmád	VII.
—	—	—	—	—	—	—	—	Bezwada Extension	
242	14,466	590	5,581,175	8,495,846	(5,707,358)	14,077,021	4,051·54	Total	
								STATE LINES WORKED BY THE STATE.	
292	10,063	511	3,509,822	5,994,406	(2,560,754)	9,504,228	3,638·25	North-Western (State) (*c*)	X.
—	—	—	—	—	—	—	—	Hyderabad-Shadipalli	XI.
60	4,361	120	1,194,598	1,866,955	(1,652,861)	3,061,553	3,962·66	Oudh and Rohilkhand (State)	XII.
91	2,068	63	1,060,699	953,064	(747,511)	2,013,763	5,393·91	Eastern Bengal State (*d*)	XIII.
—	—	—	—	—	—	—	—	Bengal Central	XIV.
—	172	—	—	Information not available.			—	Calcutta Port Commissioners'	XV.
6	832	27	210,621	311,908	(364,107)	522,529	1,802·07	East Coast (State)	XVI.
449	17,496	721	5,975,740	9,126,333	(5,325,233)	15,102,073	(*e*)3,724·89	Total.	
								LINES WORKED BY GUARANTEED COMPANIES.	
235	7,873	590	3,726,853	5,447,243	(1,335,767)	9,174,096	6,156·16	Great Indian Peninsula (*f*)	XXII.
35	3,991	94	(*h*)1,226,748	(*h*)256,490	(*h*) (514,323)	2,548,189	4,813·35	Bombay, Baroda, and Central India (*g*).	XXIII.
103	2,723	172	1,313,059	1,225,804	(1,379,696)	2,538,863	3,004·29	Madras (*i*)	XXIV.
373	14,587	856	(*h*)6,266,660	(*h*)7,929,537	(*h*) (3,229,786)	14,261,148	4,978·20	Total.	
								ASSISTED COMPANIES.	
—	—	—	—	—	—	—	—	Delhi-Umballa-Kalka	XXV.
								Tarkessur	XXVI.
—	—	—	—	—	—	—	—	Total.	
								LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.	
—	—	—	—	—	—	—	—	Khámgaon	XXVII.
								Amráoti	XXVIII.
—	—	—	—	—	—	—	—	Bhopal-Itársi (Native State Section).	XXIX.
19	730	41	233,647	438,709	(459,970)	672,356	1,895·56	The Nizam's Guaranteed State (*j*)	XXX.
—	—	—	—	—	—	—	—	The Gaekwar's Petlád	XXXI.
—	—	—	—	—	—	—	—	Kolar Gold-fields	XXXII.
19	730	41	233,647	438,709	(459,970)	672,356	1,895·56	Total.	
								LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.	
—	—	—	—	—	—	—	—	Rájpura-Bhátinda	XXXIII.
								Jammu and Kashmir (Native State Section).	XXXIV.
—	—	—	—	—	—	—	—	Total.	
1,083	47,279	2,208	18,057,222 (*h*)	25,990,425 (*h*)	(14,722,347) (*h*)	44,112,598	4,104·10 (*e*)	Total Standard Gauge.	

(*e*) Excluding the Calcutta Port Commissioners' Railway.
(*f*) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon, and the Amráoti Railways.
(*g*) Including the Godhra-Rutlam and the Gaekwar's Petlád Railways.
(*h*) Excluding the Godhra-Rutlám Railway, details for which are not furnished.
(*i*) Including the Kolar Gold-fields Railway.
(*j*) Including the Bezwada Extension and 3·10 miles worked over twice by each train.

STATEMENT

ENGINES and VEHICLES used in conveying TRAFFIC and the NUMBER of MILES travelled by TRAINS

Serial Number.	Railway.	Mean Mileage worked (From Statement No. 33, pages 141 to 143.)	Number of Engines and Vehicles used in conveying						
			Engines.	Carriages.					
				First Class.	Second Class.	Third or Intermediate Class.	Lowest (Third or Fourth) Class.	Composite.	Total Number.
	Metre Gauge.	Miles.	No.	No.	No.	No.	No.	No.	No.
	STATE LINES WORKED BY COMPANIES.								
XXXVII.	Bengal and North-Western: Tirhoot Section - - -	756·30	100	32	10	—	221	66	329
	Company's Section - -	(212·96)	Worked by the Rohilkund and Kumaon Railway (Company's Section).						
XXXVIII.	Rohilkund and Kumaon (Lucknow-Bareilly Section).								
XXXIX.	Rajputana-Malwa (*a*) - -	1,783·93	440	130	95	50	745	94	1,114
XL.	Pálanpur-Dessa - - -	(17·28)	Worked by the Rajputana-Malwa Railway.					—	—
XLI.	Southern Mahratta (*b*) - -	1,556·24	(*c*)220	30	42	—	482	81	635
XLII.	Guntakal-Mysore Frontier -	(119·50)	Worked by the Southern Mahratta Railway.					—	—
XLIII.	Southern Mahratta (Mysore Section).	(296·00)							
XLIV.	South Indian (*d*) - -	1,089·84	204	19	44	—	592	60	715
XLV.	Máyavaram-Mutupet - -	(40·53)	Worked by the South Indian Railway.					—	—
	Total - -	5,186·31	964	211	191	50	2,040	301	2,793
	STATE LINES WORKED BY THE STATE.								
XLVII.	Eastern Bengal (State): Northern and Behar Sections (including the Kaunia-Dharlia, 2′ 6″ gauge, branch).	478·55	75	17	12	33	158	31	251
	Dacca Section - - -	85·92	14	4	4	5	33	10	56
XLVIII.	Burma (State) - - -	732·48	121	34	48	—	358	55	495
	Total - -	1,296·95	210	55	64	38	549	96	802
	ASSISTED COMPANIES.								
LI.	Déoghur - - -	4·79	3	—	—	—	8	2	10
LII.	Rohilkund and Kumaon (Company's Section) (*g*).	278·88	27	11	3	3	94	21	132
LIII.	Bengal-Dooars - - -	34·50	4	—	—	—	14	4	18
LIV.	Dibru-Sadiya - - -	77·50	18	—	—	—	17	8	25
	Total - -	395·67	52	11	3	3	133	35	185
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
LVII.	The Gaekwar's Mehsána -	(92·63)	Worked by the Rájputana-Malwa Railway.					—	—
LVIII.	Kolhápur - - - -	(29·07)	Worked by the Southern Mahratta Railway.					—	—
LIX.	Yesvantpur-Mysore Frontier -	(51·35)							
LX.	Mysore-Nanjangúd - -	(15·25)							
	Total - -	(188·30)	—	—	—	—	—	—	—
	LINES OWNED AND WORKED BY NATIVE STATES.								
LXI.	Jodhpore-Bickaneer: Jodhpore Section - -	364·00	17	7	2	—	48	6	63
	Bickaneer Section - -								
LXII.	Bhávnagar - Gondal - Junágarh-Porbandar (*h*).	380·21	33	22	10	—	128	20	180
LXIII.	Jetalsar-Rájkot - -	(46·23)	Worked by the Bhávnagar-Gondal-Junágarh-Porbandar Railway.						
	Total - -	744·21	50	29	12	—	176	26	243
	FOREIGN LINES.								
LXVI.	West of India Portuguese -	51·00	12	2	2	—	16	2	22
LXVII.	Pondicherry - - -	(7·80)	Worked by the South Indian Railway.					—	—
	Total - -	51·00	12	2	2	—	16	2	22
	Total Metre gauge - -	7,674·14	1,288	308	272	91	2,914	469	4,045

(*a*) Including the Pálanpur-Deesa and the Gaekwar's Mehsána Railways, and also the Godhra-Rutlam (Standard Gauge) Railway in the case of passenger, goods, and mixed, and light train mileage.

(*b*) Including the Guntakal-Mysore Frontier, the Southern Mahratta (Mysore Section), the Kolhápur, the Yesvantpur-Mysore Frontier, and the Mysore-Nanjangúd Railways.

(*c*) Excluding the tender of a condemned engine.

No. 47—*concluded.*

on the STANDARD and METRE GAUGE RAILWAYS during the Year ending the 31st December 1894—*concluded.*

Traffic.			No. of Train-Miles run.					Railway.	Serial Number.
Miscellaneous Coaching Vehicles (excluding Brake-vans).	Goods Vehicles of all descriptions (excluding Brake-vans and Cranes).	Brake-vans.	Passenger (including Passenger proportion of mixed and light Train Mileage.	Goods (including goods proportion of mixed and light Train Mileage.	Mixed and light Train-Mileage.	Total Train-Mileage.	No. of Train-Miles per mean Mile worked.		
No.	No.	No.	Miles.	Miles.	Miles.	Miles.	Miles.	*Metre Gauge.* STATE LINES WORKED BY COMPANIES.	
21	2,639	67	771,576	917,699	(1,488,251)	1,689,275	2,233·60	Bengal and North-Western: Tirhoot Section. Company's Section.	XXXVII.
—	—	—	—	—	—	—	—	Rohilkund and Kumaon (Lucknow-Bareilly Section).	XXXVIII.
165	7,194	282	2,226,590	5,064,796	(2,615,851)	7,226,435	4,050·85	Rajputana-Malwa (*a*)	XXXIX.
—	—	—	—	—	—	—	—	Pálanpur-Dessa	XL.
80	4,684	188	1,337,461	1,897,572	(1,893,283)	3,235,033	2,078·75	Southern Mahratta (*b*)	XLI.
—	—	—	—	—	—	—	—	Guntakal-Mysore Frontier	XLII.
								Southern Mahratta (Mysore Section).	XLIII.
137	3,317	60	1,543,810	1,710,656	(1,219,995)	3,254,466	2,986·19	South Indian (*d*)	XLIV.
—	—	—	—	—	—	—	—	Máyavaram-Mutupet	XLV.
403	17,834	597	(*e*)5,879,437	(*e*) 9,590,723	(*e*)(7,217,380)	15,405,209	2,970·36	Total.	
								STATE LINES WORKED BY THE STATE.	
37	1,954	50	566,519	844,416	(707,069)	1,410,935	2,948·35	Eastern Bengal (State): Northern and Behar Sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	XLVII.
11	246	10	117,791	68,758	(156,772)	186,549	2,171·19	Dacca Section.	
103	3,228	124	920,925	958,486	(1,023,197)	1,879,411	2,565·82	Burma (State)	XLVIII.
151	5,428	184	1,605,235	1,871,660	(1,887,038)	3,476,895	2,680·82	Total.	
								ASSISTED COMPANIES.	
—	8	2	—	—	—	(*f*)13,902	2,902·30	Deoghur	LI.
16	659	27	172,487	360,199	(375,144)	532,686	1,910·09	Rohilkund and Kumaon (Company's Section) (*g*).	LII.
1	80	5	21,891	28,586	(35,171)	50,477	1,463·10	Bengal-Dooars	LIII.
1	691	18	37,834	146,582	(113,504)	184,416	2,379·56	Dibru-Sadiya	LIV.
18	1,438	52	232,212	535,367	(523,819)	781,481	1,975·08	Total.	
								LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.	
—	—	—	—	—	—	—	—	The Gaekwar's Mehsána	LVII.
—	—	—	—	—	—	—	—	Kolhápur	LVIII.
								Yesvantpur-Mysore Frontier	LIX.
								Mysore-Nanjangúd	LX.
—	—	—	—	—	—	—	—	Total.	
								LINES OWNED AND WORKED BY NATIVE STATES.	
6	220	12	166,843	197,769	(312,976)	364,612	1,001·68	Johdpore-Bickaneer: Jodhpore Section. Bickaneer Section.	LXI.
6	896	37	316,062	260,268	(638,58[4])	576,330	1,515·82	Bhávnagar-Gondal-Junágarh-Porbandar (*h*)	LXII.
—	—	—	—	—	—	—	—	Jetalsar-Rájkot	LXIII.
12	1,116	49	482,905	458,037	(651,560)	940,942	1,264·35	Total	
								FOREIGN LINES.	
2	146	13	46,535	70,185	(30,027)	116,720	2,288·63	West of India Portuguese	LXVI.
—	—	—	—	—	—	—	—	Pondicherry	LXVII.
2	146	13	46,535	70,185	(30,027)	116,720	2,288·63	Total.	
586	25,962	895	8,246,324	12,525,972	(10,309,824)	20,721,247	2,700·14	Total metre gauge.	

(*d*) Including the Máyavaram-Mutupet and the Pondicherry Railways.
(*e*) Including the Godhra-Rutlam Railway, details for which are not furnished.
(*f*) Cannot be apportioned between coaching and goods.
(*g*) Including the Lucknow-Bareilly Section.
(*h*) Including the Jetalsar-Rájkot Railway.

NOTE.—The figures shown within parentheses are not included in the totals.

CHAPTER XIV.

FLOOD DAMAGES.

The year 1894 was marked by heavy rains and floods which were exceptional in the districts served by the North-Western (State), Oudh and Rohilkhand (State), Great Indian Peninsula, Bombay, Baroda, and Central India, and Bhávnagar-Gondal-Junágarh-Porbandar Railways, and extensive damages were caused on these lines.

In the following paragraphs details are furnished of the principal flood damages which occurred during the year:

Bengal-Nágpur Railway (Standard Gauge).

2. On the 15th July, the bank at mile 307 on the Katni branch was washed away for a length of 60 feet. Transhipment for one day was thereby rendered necessary.

Indian Midland Railway System (Standard Gauge).

3. On the 28th June, the Indian Midland Railway portion of the Bína-Guna Railway bank at Bína was breached in three places, owing, it is believed, to the Bína-Guna Railway not having provided sufficient waterway in their bank. Some additional culverts are to be built.

On the 28th September, heavy rain fell between Bánda and Mánikpur, and continued without interruption up to the morning of the 5th October, causing a number of slips in embankments. Passengers, &c., in some cases had to be transhipped, but communication was restored in a few days.

North-Western (State) Railway System (Standard Gauge).

4. Owing to very heavy floods in June, July, and August, the line was damaged in several places; some of the more serious cases are briefly noticed below:

The Lushari bund opposite Rádhan was breached by the river Indus on the night of the 1st July. The 100-feet span bridge at mile 253¼, near Rádhan, which it was decided to put in after the breaches caused in 1893, to carry off spill water, was completed and brought into use on the 2nd July. On the 3rd *idem*, the diversion opposite the bridge was dismantled, and by midnight a depth of 8 feet of water was passing through the bridge. Some heavy scour at once took place, which at one time reached to within 10 feet of the bottom of the wells. On the 26th July, the line was blocked for 17 hours, owing to large portions of the bank for lengths of 70 and 30 feet near the Rádhan and Dádú ends of the bridge, respectively, slipping away on the down-stream side. Further slips occurred near the same places on the 30th July and 1st August for lengths of 80 and 110 feet. On the evening of the latter date, however, the bank was repaired; but, as a stone train was passing over it, it collapsed, carrying with it the engine, tender, and one covered goods waggon. A diversion having been laid, traffic was resumed after an interruption of 24 hours, but on the following day a slip, 80 feet in length, occurred near the Dádú end of the bridge, and traffic was again suspended for 17 hours. On the 9th of August, 400 feet of bank near the Rádhan end of the bridge slipped, and as the bank continued to give way owing to the strong current working along it, it was decided to drop into the water against the side of the bank, a length of 350 feet of permanent way, which was suspended over the breach, and further erosion was thus successfully arrested. The line having been lowered and diverted, communication was, after four days, restored. On the 22nd of August, owing to 50 feet of the bank at the Dádú end of the bridge slipping, traffic was again interrupted for a few hours. Nearly 614,000 cubic feet of stone were used in repairing these damages.

The Sukkur-Begari bund, south of Sukkur, was breached on the 2nd of July, and the flood threatened the safety of the railway line at mile 320 between Ruk and Shikárpur, close to the former station. Measures were at once taken to protect the banks between miles $\frac{319}{10}$ and $\frac{322}{6}$, but to ensure the safety of the canal and railway, about 800 feet of the

railway bank had to be lowered at mile 320, to give passage to the flood. This was done by making a dip and a diversion about one mile in length. On the 13th *idem*, the flood reached the line in the 320th mile, and in a few hours the water was 2 feet above the rails of the diversion. On testing the line with a stone train it sank, and the engine got derailed. The water eventually rose to over 3 feet above rails, and extended from mile 319 to 322–6. Afterwards it was decided to put in temporary flood openings, but it was not until the 30th of August that loaded waggons could be hand-shunted across, and it was three days later before an engine could with safety pass over.

The Kotri bund was breached in two places but was quickly repaired, and from the 4th to the 22nd of July the Kotri yard was in parts flooded. The line to the engine shed was submerged, and, as several derailments of light engines occurred, it had to be closed and another connexion made with the locomotive yard. The staff quarters and station building suffered to some extent from settlement caused by the water having been up to the plinths for some weeks. The Bunder line was also under water, the river having risen to a gauge reading of 22 feet 6 inches, the highest recorded previously (in 1892) being 21 feet 7 inches.

On the 15th July, an exceptionally heavy storm broke over the Khojak range, the rainfall greatly exceeding any previous record. The cutting at the Chaman end of the Khojak tunnel was filled up by debris brought down by the rush of water, and the down line was not opened through the tunnel till 16th August.

On the 18th June, the east pier of the Rohi bridge, mile 881, close to Bèas station, was washed away by a sudden and very heavy flood which rose to within $7\frac{1}{2}$ feet of rail-level. The line was blocked for traffic until the 21st, when the bridge was temporarily repaired. The waterway of this bridge is being increased.

On the 20th of July, a rush from the hill torrents between Kotri and Petáro topped the line between telegraph posts $\frac{11}{7}\frac{2}{2}$ and $\frac{11}{10}\frac{2}{}$ and washed away the ballast and some of the earthwork of the bank, thus rendering the permanent way insecure. A goods train happening to come along was badly derailed, the wheels of the tender and 12 waggons leaving the metals; the line was not cleared till the 22nd.

On the night of the 22nd July, the left bank of the Sukkur Canal was breached in three places above Ruk and Madeji. The water having broken through the spoil bank of the canal, came against the railway bank and breached that too. Traffic was resumed on 5th August.

On the 24th July, a heavy flood, reaching a level one foot higher than the records of the last three years, came down the Mudgorge river, and did some damage to the stone and wire revetments which were being provided to protect the left bank of the gorge under the tunnel where these were not quite finished, but on the whole the work stood as well as could be expected. Between this part of the gorge and slip No. 1, however, the three heavy setting spurs which had nearly been completed were entirely carried away, and the river returned to its old channel close under the cliff.

On the 26th July, the Beas river rose to R. L. 741·00, and started a heavy scour at piers 3 to 10 inclusive, and also at piers 31 and 32. It continued in flood up to the 10th August, and heavy scour, sometimes on one pier and sometimes on two or three at a time, continued without a break for the whole of 15 days. Some three to four hundred men were constantly employed in throwing in stone to protect the piers, which happily proved successful.

Owing to an unexpected rise in the Chenab, the line between Chenab West Bank and Muzaffargarh was flooded and traffic interrupted from the 22nd to the 30th of June. The flood crossed an incomplete "dip" and completely wrecked the diversion. The road was then linked up across the "dip," but owing to the depth of water over the rails trollying was considered unsafe and communication by boat was established. On several occasions in July traffic was again similarly interrupted.

On the 7th and 8th August, the line between Samásata and Mobárakpúr, miles 530–539, was badly damaged by the high and continuous rise of the river Sutlej. The station yard, Mobárakpúr, was flooded, and all buildings were more or less damaged. Through communication was restored on the 16th August.

The following damages may also be briefly noticed:

On the 30th of June, a culvert consisting of three 2-feet rail openings in the 39th mile of Hyderabad-Shadipalli Railway was destroyed. On the 10th July, the bank between Kiámári and Kotri was breached for a length of $1\frac{1}{2}$ telegraph posts. Between the 7th and 8th of August, five breaches aggregating 540 feet in length were made in the bank between miles $\frac{5}{11}\frac{3}{}\frac{2}{}$ and $\frac{5}{12}\frac{3}{}\frac{3}{}$, thus causing an interruption to traffic till the 16th *idem*. On

the 17th and 18th of July, the line between Khusháb and Dhák was damaged as follows: a 60-foot breach in the 840th mile, 100 feet of bank in the 848th mile washed away, and 130 feet of bank and a culvert (30 openings 2-feet slabs) washed away in the 851st mile. On the 10th of July, the bank in the 1059th mile on the Khusálgarh branch for a length of three telegraph posts was washed away. On the 3rd of September, two serious breaches occurred near bridges in the 1071st mile. In June and again in August the protection spurs and bunds in the Chenab river at Wazirabad were severely damaged, altogether between 800 and 900 lineal feet being washed away.

Oudh and Rohilkhand (State) Railway (Standard Gauge).

5. The rainfall for the year was unusually heavy amounting to 71·44 inches as compared with an average of 40·41 inches.

On the 29th July, floods affected the main line at mile 513 near Lhaksar station and also on the Hardwar branch at miles 1 and 14, at which points the embankment was washed out, causing the derailment of a train and the stoppage of through traffic until the 4th August, when the breaches were repaired.

On the 13th August, a breach occurred in the line at the east end of the Gurrah bridge in mile 314 near Sháhjahánpur. The breach was caused by a rapid change of the river channel above the railway, causing a strong current to erode the land and subsequently the railway embankment behind the left abutment. On the 6th September the flood being unprecedentedly high, the water topped the bund on the down-stream side of the breach, speedily cut a deep channel through, and the entire river passed through the gap, 500 feet in width. A temporary pile bridge, 300 feet long, was put in by the 6th October, but this was scoured out on that date owing to a heavy rainfall of 4 inches locally and 20 inches in the hills, causing a sudden rise in the river of 6 feet. Another pile bridge was put in at a new site, and through traffic was resumed on the 24th October.

Eastern Bengal (State) Railway System (Standard, Metre, and Special Gauges).

6. There were heavy floods during the year under review, but as they rose and fell steadily no harm was done, except that a strip of bank at Sára, 250 feet wide at its maximum, was cut away. Fortunately the yard had been changed to "end on" before this happened.

The usual moves, consequent on the rise and fall of the rivers, took place at Dámukdia, Goalundo, and Manihári Ghât.

East Coast (State) Railway (Standard Gauge).

7. Owing to heavy and continuous rainfall on the 24th October, several large tanks were breached, and a portion of the line was washed away at miles $\frac{1}{1}\frac{2}{2}\frac{6}{6}$, $\frac{1}{8}\frac{2}{8}\frac{6}{6}$, and $\frac{1}{1}\frac{2}{5}\frac{7}{7}$, destroying one abutment of a 3-12-feet girder bridge at $\frac{1}{1}\frac{2}{2}\frac{6}{6}$, one abutment of a 2-12-feet girder bridge at $\frac{1}{8}\frac{2}{8}\frac{6}{6}$ and completely washing away a 1-12-feet girder bridge at $\frac{1}{1}\frac{2}{5}\frac{7}{7}$. Through communication was interrupted for five days necessitating the transhipment of passengers. Temporary bridges were thrown across the breaches and through communication was restored on the 29th October. New flood openings each of 4 × 20-feet girders are being provided at miles $\frac{1}{1}\frac{2}{2}\frac{6}{6}$ and $\frac{1}{1}\frac{2}{5}\frac{7}{7}$ and these together with the existing bridges at miles $\frac{1}{1}\frac{2}{2}\frac{6}{6}$ and $\frac{1}{8}\frac{2}{8}\frac{6}{6}$, which were partially destroyed, will be provided with masonry floors, drop walls, and heavy pitching.

On the Cocanada branch between miles $\frac{3}{1}\frac{}{4}$ and $\frac{6}{5}$, the flood-level in some places was within a foot of the formation, but no damage was done to the line. All the bridges on this length are also being provided with masonry or concrete floors, drop walls, and heavy pitching.

Great Indian Peninsula Railway System (Standard Gauge).

8. On the 20th July, owing to heavy rain on the Thal Ghât, the bank at mile 76½, which is 18 feet high, sank and slipped for a distance of about 100 feet, and the rails, for a distance of about 500 or 600 feet, shifted some 6 to 8 inches. The road was slewed back on the 26th. The up line between Kására and the reversing station sank considerably for a distance of about 150 feet, and the bank between Nos. 1 and 2 catch sidings slipped, and although the quantity of earth-work that fell was not very great, it was sufficient to block the line. An extensive slip of a whole cutting occurred at mile 82, and the girder bridge at mile 83/33 was flooded. Tunnel No. 2 at mile 77

between Kására and the reversing station was blocked owing to a very heavy slip in the cutting about 300 feet from the south end of the tunnel. Another slip occurred at mile 77, where the earth-work over the south end of tunnel No. 3 fell from above, completely blocking its mouth. Both ends of tunnel No. 4 were blocked by large slips of earth and rock. A slip occurred also at mile 83.

On the same date, the bridge of 3 spans of 30-feet girders over the Mussak river at mile 320 (north-east line) between Chándni and Mándva was partially destroyed, both the piers and the girders of the up road being swept away, leaving the down line girders suspended and held together by the rails and longitudinal sleepers. All traffic over the bridge was interrupted till the 8th August when a diversion was put in.

At Vásind, mile 48, a 3/30-feet girder bridge was 5 feet under water and the line from mileage 48/2 to 48/16 was flooded by the back-water formed by the Bhatsa river which rose to a great height. At mile 70, near Khardi, both roads on the low bank were washed away for about 21 rail lengths and at mile 345 (north-east line) near Bágmár, a wing wall of a bridge was destroyed. On the 21st July at the Mumbra bridge, at mile 21 near Thána, the flood water rose to the girders and the passage of all trains was stopped. The bank in the 88th mile between Igatpuri and Ghoti, was washed away and the road was under water for about 30 feet; single line working had to be resorted to, which was discontinued on the 24th.

On the 5th August, owing to heavy rain on the Bhore Ghât about 40 tons of moorum and six large pieces of rock fell from a height of about 30 feet above rail-level at mile 73½ near Thákurvádi, blocking the down line partially and the up line completely; both lines were cleared in about five hours. On the 20th August, one side of the bridge at mileage 71, between Khardi and Kására, was washed away. The up road was blocked and the traffic interrupted till the 24th.

On the 29th of September, a heavy slip occurred in the 73rd mile (south-east line) between Palasdhari and Khandála. The debris came down a water course which passes under the line by six 29′ 6″ arches. One piece of rock about 4 feet in diameter went straight through one of the spans slightly damaging the pier, another large piece rolled up against one of the ballast walls, and several others blocked up the nullah. Fortunately, however, no serious damage resulted.

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY (STANDARD GAUGE).

9. On the 21st of July, owing to the Syri river between Mehmadabad and Nadiád rising to a height of 38 feet, the Syri bridge became unsafe for the passage of trains, and traffic was not resumed till the 24th. At the same time the line was breached in three places between Bilimora and Amalsád. The Tapti rose to a height of 38 feet in consequence of which traffic over the bridge had to be stopped, on the following day the water had risen to a height of 41 feet. The Ambica, which is crossed by the railway line near Amalsád, was in heavy flood at the weir, and the line was washed away for a length of 2,500 feet, the face of the pitching being also damaged. The 20-feet girders of bridge No. 369 were shifted 3 feet, and some of the pitching of bridge No. 370 was washed away.

On the 22nd July, the line between Lakhtar and Wadhwán (miles 380 to 386) was breached in several places, while at mile 349 near Viramgám, a culvert was damaged and 500 feet of bank washed away. In the 381st mile near Bapudra there were four breaches aggregating 280 feet in length, and in the 387th mile a retaining wall was undermined and fell. The weir near Bárejadi was rendered unsafe for trains, and passengers and mails could not be transhipped. On the Mahi bridge near Vásad, the flood rose to 51 feet and traffic had to be stopped till the following day.

On the 23rd, 600 feet of the line at mile 4 between Viramgám and Jhund (Pátri branch) was washed away by heavy flood. The up stream wing wall of the south abutment of the Dhadhar bridge near Itola station was entirely destroyed so that traffic had to be suspended till the 24th when a temporary bridge was erected. Some miles of ballast was washed away between Jakhváda and Viramgám, and at mile 346 a large breach was made in the bank, the gap measuring 260 feet in length, and this had to be spanned with timbers and girders on cribs. There were other smaller gaps on either side of the bank between Chhárodi and Jakhváda, measuring altogether 2,460 feet, the ballast was also washed away in several other places, especially at mile 335, leaving impassable gaps, measuring altogether 640 feet. Bridge No. 105 and culvert No. 104 were rendered unsafe. On the 23rd July, trains could not run beyond Mehmadabad owing to the weir near Bárejadi being impassable. A portion of the bank had also been washed away behind the abutment of the Syri bridge. Owing to

heavy rain and floods on the 12th September on the Dákor branch, trains could not run between Sevalia and Ánand, the line having been breached on either side of several culverts.

Madras Railway (Standard Gauge).

10. On the 27th August, the Bangalore branch was breached between miles 180 and 181 owing to the exceptionally heavy rain and the bursting of some small tanks in the neighbourhood. Through traffic was resumed the following day. An estimate for a 12-feet arch to provide additional water-way at this mileage has been sanctioned, and the work will be put in hand at once.

Bengal and North-Western Railway System (Metre Gauge).

11. *Company's Section.*—The floods during the year were exceptionally heavy, but the damage done was not very great.

A good deal of the foreshore at Paleza and Ajodhya (Lakarmandi) Ghâts was cut away necessitating at the latter the removal of the ferry store godown.

Tirhoot Section.—Increased water-way and boulder protection work is being provided at places where the line was damaged in 1893. During 1894 there were no severe local floods.

The Ganges attacked the north bank at Semaria Ghât, and, owing to its cutting away a large portion of the railway land, a new station had to be laid down. On the Mokameh side the river changed its course, and the ghât station there has had to be temporarily abandoned and a new one made, 2½ miles down stream. At Khanwa Ghât the Kosi continued to cut in towards the station, and unless this action ceases next season the station will have to be abandoned.

Rajputana-Malwa Railway (Metre Gauge).

12. On the 14th July, the line at mile 238, between Ferozepore and Golehwála, was breached owing to an accumulation of water on the off side of the Ludhiána road caused by the heavy rain and the overflowing of the inundation canal. The line was seriously breached for four rail lengths, and through communication was consequently stopped till the 26th July, mails and passengers being meanwhile transhipped. On the 24th July, the line had again sunk and was breached. The engine and front brake-van of an empty mail train, which was going to the breach at mile 238 for transhipment purposes, were derailed. The breech was repaired and through communication resumed on the 26th *idem.*

On the 20th July, the permanent-way and ballast and a portion of the bank from mile 369/12 to 369/17, between Nimar-Kheri and Attar, were washed away by floods in the Bankura nullah, and through traffic was interrupted for about 36 hours. The second line, or siding, in the Ajanti station yard and the bank were scoured out.

Pálanpur-Deesa Railway (Metre Gauge).

13. On the 9th July, between Pálanpur and Deesa, the ballast was washed away and the small banks near the eighth mile were breached. The booking of coaching traffic had in consequence to be suspended till the following day.

Southern Mahratta Railway System (Metre Gauge).

14. On the 5th June, near Ajjámpur, mile 66, Mysore Section, several goods vehicles were derailed owing to settlement of the line.

On the 6th June, the rainfall being abnormal, the ballast under two pairs of rails close to a 7 ft. 6 in. rail girder opening at mileage 116 Poona branch, near Karad, was washed away, five covered goods waggons were consequently derailed on a down mixed train passing the place.

On the 15th of October, ballast was washed away from under the sleepers in several places in the 103rd mile between Bangalore and Arsikere; and traffic had in consequence to be suspended for a day.

Rohilkund and Kumaon Railway (Metre Gauge).

15. During the rains of 1894 the river Goomti, which flows through Lucknow, rose to an extraordinary height. At the south and north ends of the Goomti bridge are two openings spanned by 40 and 20-feet girders respectively, which are intended for road traffic. The river, however, during the flood flowed through them. Little or no damage was done in the 40-feet span, but the roadway under the 20-feet girder was badly scoured out, and caused a subsidence of the north abutment and the total collapse of the southern one thus causing an interruption to traffic for 48 hours.

Along other parts of the line floods were considerable, and in mile 120 the water flowed over the bank, but no great damage was done.

The spur in the Déoha river, near Pilibhit, which gave trouble during the rains of 1892, was considerably damaged, but a reserve stock of boulders being at hand the damage was repaired in a few days.

The Gaekwar's Mehsána Railway (Metre Gauge).

16. Owing to heavy rain on the 20th, 21st, and 22nd July, the water topped the bank between Linch and Viramgám, the ballast was washed away, and the line was seriously damaged in several places. No 57 up mixed train was locked in at the Katosan road station from the 22nd to the 27th July. On the 6th September the line between Linch and Jhotana was breached for 10 feet, at mileage 5/14 to 5/18 the line was under water, and from mile 31 to 37 between Bhankoda and Viramgám it was also unsafe for the passage of trains.

Jodhpore-Bickaneer Railway (Metre Gauge).

17. There were seven cases of interruption to traffic over the Guia and Khari rivers on account of floods, and two other trivial cases of detention.

Bhávnagar-Gondal-Junágarh-Porbandar Railway (Metre Gauge).

18. Owing to the heavy rain that fell continuously from the 9th to the 21st June 1894, the line was flooded and more or less damaged at several places.

Jetalsar-Verával Section.—The Kalva diversion was washed away, but the road across the bridge having been rapidly linked in the trains crossed it with slight delay. The Ujat river began to rise on the 10th, and on the following day, the diversion having been washed away, mails and passengers had to be transhipped by means of boats and rafts. From the 13th to the 16th the river was in very high flood, but by the 18th it had partially subsided. The booking of all traffic beyond Shápur from the Junágarh side and beyond Lushála from the Verával side was stopped from the 12th, and resumed for passengers from the 19th and for goods from the 21st June.

CHAPTER XV.

ACCIDENTS.

The following statement shows, for each gauge separately the number of persons killed and injured in connexion with railway working during 1894, as compared with the average of the three previous years:—

STATEMENT No. 48.

Year.	Passengers.						Servants.					
	From Accidents to Trains, Rolling-stock, Permanent-way, &c.		By Accidents from other Causes, including Accidents from their own want of Caution or Misconduct.		Total.		From Accidents to Trains, Rolling-stock, Permanent-way, &c.		By Accidents from other Causes, including Accidents from their own want of Caution or Misconduct.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
STANDARD GAUGE.												
1894	1	54	49	130	50	184	10	32	141	399	151	431
Average of the three previous years	*36	*69	50	136	86	205	10	58	138	447	148	505
METRE GAUGE.												
1894	—	31	9	49	9	80	5	13	36	85	41	98
Average of the three previous years	3	18	10	39	13	57	7	12	32	98	39	110
SPECIAL GAUGES.												
1894	—	—	—	1	—	1	—	—	1	2	1	2
Average of the three previous years	—	—	—	2	—	2	—	1	—	3	—	4
TOTAL OF ALL GAUGES.												
1894	1	85	58	180	59	265	15	45	178	486	193	531
Average of the three previous years	39	87	60	17	99	264	17	71	170	548	187	619

Year.	Other Persons.										Total all Classes.	
	Whilst passing over Railways at Level Crossings.		Trespassers.		Suicides.		Miscellaneous, not included in preceding Columns.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
STANDARD GAUGE.												
1894	208	5	20	66	76	6	6	10	310	87	511	702
Average of the three previous years.	12	8	178	32	53	3	9	9	252	72	486	782
METRE GAUGE.												
1894	5	3	56	42	9	—	—	1	70	46	120	224
Average of the three previous years	6	6	73	33	10	—	3	2	92	41	144	208
SPECIAL GAUGES.												
1894	—	—	1	—	—	—	—	—	1	—	2	3
Average of the three previous years	—	—	1	1	—	—	—	—	1	1	1	7
TOTAL OF ALL GAUGES.												
1894	25	8	265	108	85	6	6	11	381	133	633	929
Average of the three previous years	18	14	252	86	63*	3	12	11	345	114	631	997

* The large average shown here is due principally to the Okára accident on the North-Western (State) Railway and the Khápri accident on the Nágpur branch of the Great Indian Peninsula Railway in 1891, and the accident on the Nilgiri branch of the Madras Railway in 1893, in which there were a large number of casualties.

The following paragraphs give a brief account of the principal accidents which occurred during the year :—

EAST INDIAN RAILWAY SYSTEM (STANDARD GAUGE).

2. On the 5th March a down passenger train, while entering the Magra station during a violent storm, collided with some waggons which had been blown away from a goods shed siding. Three passengers were injured. The station-master, to whose carelessness the accident was due, was prosecuted, and on conviction sentenced to two weeks' imprisonment, and to pay a fine of Rs. 50, his services being also dispensed with.

On the 4th April, a permanent-way inspector's trolly was run over by a down light engine at mile 431, between Dildárnagar and Gahmar. Two trollymen were killed. The accident was due to the trolly having been placed on the line without orders, unprotected by signals.

On the 30th May, the up chord mail, entering Burdwan station at too high a speed, ran past the platform into a siding, and collided with a local passenger train which had been stabled there for the night. A second-class passenger was slightly injured. The accident was due to the guard and driver having failed to keep the train under proper control. The guard was dismissed, and the driver fined Rs. 100.

BENGAL-NÁGPUR RAILWAY (STANDARD GAUGE).

3. On the 22nd August, a ballast train ran into a trolly between Jamga and Kanika. The trolly was smashed, and one of the trollymen injured. The overseer in charge of the trolly was held to blame.

On the 28th September, the up mail, shortly after crossing the bridge over the Karo river, near Goilkera station, ran into a wild elephant; the engine, with three waggons, a saloon carriage, the brake-van, and three third-class carriages were derailed on the edge of a bank 40 feet high. No passengers were injured, but the rolling-stock was damaged.

INDIAN MIDLAND RAILWAY SYSTEM (STANDARD GAUGE).

4. On the 13th April, a light trolly was run into by a goods train between Mid Ghât and Barkhera stations on the Bhopal-Itarsi Railway. The sub-inspector, who was in charge of the trolly, and three trollymen were injured. The accident was due to the trolly not having been protected by signals.

NORTH-WESTERN (STATE) RAILWAY SYSTEM (STANDARD GAUGE).

5. On the 9th March, the down mixed train on the Hyderabad-Shadipalli branch caught fire near Tando Jam, and the woodwork and contents of six open trucks and two covered waggons loaded with cotton, worth Rs. 2,500, were destroyed. The sleepers of a 10-foot culvert were also burnt, and some rails damaged. The fire was attributed to sparks from the engine, fanned by a strong wind.

On the 13th September, the down mixed train was turned on to the wrong line, and collided with a ferry train standing in the ferry siding at Kathála. Six third-class passengers and three railway servants were injured, and the rolling-stock damaged. The station-master and jamadar, who were responsible for the points being properly set and locked, were prosecuted and convicted, the former being sentenced to pay a fine of Rs. 300, or in default to undergo six months' rigorous imprisonment, and the latter to undergo one year's rigorous imprisonment.

On the 6th October, a serious accident occurred between Shelabagh and Kila Abdulla, owing to a ballast train having run down the 1 in 40 grade, immediately after the down mail train had left Shelabagh, and collided with the rear portion of the mail train. The European guard of the mail train and a native servant who was in the brake-van of the ballast train were killed, a syce travelling in a horse-box and a postal sorter were seriously hurt, and two native passengers were slightly injured. The accident was due to the driver of the ballast train having carelessly uncoupled his engine before the train was made secure. He was sentenced to six months' rigorous imprisonment.

On the 2nd December, a down special goods train collided with a pilot engine in the Gháziabad station yard, owing to the driver of the goods train having disregarded the signals. A porter was killed.

On the 24th December, a level-crossing gate near the down distant-signal at Saháranpur, which was closed across the line, was run through by a down passenger train. The gateman was knocked down and killed in attempting to open the gate.

Oudh and Rohilkhand (State) Railway (Standard Gauge).

6. On the 29th July, a down local train left Landhaura, and, after passing the Solani bridge, proceeded cautiously towards Lhaksar, owing to the country being flooded. On arriving at mile 513 the train came to a stand on a bridge of two 60 feet openings, through which the flood-water was rushing with great velocity. The engine and three waggons passed over the bridge on to the embankment, which immediately subsided. The driver uncoupled the engine from the tender, and drew it clear of the wreck, but the tender and three waggons were derailed and capsised. There was no loss of life or injury to persons.

On the 30th November, at Basháratganj, the down mail train collided with an up goods train; there was no injury to persons, but a waggon was entirely smashed.

Eastern Bengal (State) Railway System (Standard, Metre, and Special Gauges).

7. On the 4th January, a bullock-cart was run over by the mixed train on a level-crossing at Náihati, owing to the carelessness of the gateman. The cartman was killed.

On the 10th March, a collision took place between the up mixed and a down goods train near the Baruipur level-crossing, owing to the guard of the up mixed train having disregarded the danger signal. Six passengers were slightly injured.

On the 7th June, owing to the driver having run at an excessive speed and in disregard of signals, a down goods train was derailed in the Calcutta goods yard. Four servants were killed, and there was considerable damage to rolling-stock.

On the 9th June, a special goods train ran into a hackney carriage at the level-crossing gate at Bracebridge junction. Four of the occupants of the hackney carriage were killed and three injured.

East Coast (State) Railway (Standard Gauge).

8. On the 22nd February, a light trolly was run over at mile 220 near the Simhachalam junction by the ballast train. The accident was due to the trolly running without lights. One trollyman was injured, and the trolly was smashed.

Great Indian Peninsula Railway System (Standard Gauge).

9. On the 12th January, at Tilati station, the up passenger train collided with an up goods train which was standing at the station. Two passengers and two railway servants were slightly injured. Fourteen waggons were damaged and one waggon derailed; the permanent-way was also slightly damaged. The accident was partly due to the station-master having neglected to carry out the standing orders as to the locking of facing points, and partly to the muccadum having without authority lowered the up distant signal for the up passenger train. They were both prosecuted and on conviction sentenced to pay a fine of Rs. 100 each, or in default to undergo four months' imprisonment; their services were also dispensed with.

On the 28th July, the down passenger train collided with an up goods train at Vadgaon and the leading wheels of the engine of the goods train were derailed. The accident was due to the driver of the goods train having left Talegaon without a line clear ticket. One railway servant and 11 passengers were injured. The rolling-stock was considerably damaged. The driver of the goods train was prosecuted and sentenced to six months' simple imprisonment.

Bombay, Baroda, and Central India Railway System (Standard Gauge).

10. On the 23rd February, at Dáhánu road, while the engine and 18 waggons of an up goods train, which were standing on the main line, were on the point of being backed to unhook the waggons and to attach a waggon which was standing on the goods

siding, they were run into by the down mixed train; the engines of both trains and seven waggons were badly damaged. The accident was due to the driver of the mixed train having passed the signals, which were at danger.

Bengal and North-Western Railway System (Metre Gauge).

11. On the 27th May, an engine and brake-van of a goods train were derailed at mile 214, between Mankapur and Maskunwa on the Company's section, owing to the rails being distorted by the heat of a fire which had broken out in some firewood stacked near the line by the Government Forest Department. The engine was badly damaged and the brake-van totally destroyed by fire.

On the 19th October, the up mixed train when entering Dalsinghsarai station on the Tirhoot section, collided with a ballast train standing on the siding, owing to the up facing points having been set and locked for the siding instead of for the main line. Three coolies were killed and two injured, and the rolling-stock was damaged.

Rajputana-Malwa Railway System (Metre Gauge).

12. On the 10th October, the up mail train while entering the Ládpura station-yard collided with the down mail train, which was standing on the station line, owing to the station-master having allowed the signals to be lowered for the up mail. Both the engines were damaged.

On the 15th December, an up goods train entered the Jaitu station at too high a speed, regardless of signals, and collided with the waggons of a down goods train which were on the line. The engine of the up goods train was derailed and damaged and two waggons were entirely smashed.

Southern Mahratta Railway System (Metre Gauge).

13. On the 15th March, the mixed train was derailed near Karajgi, owing to the axle of a covered goods waggon having broken. The breakage was due to a flaw in the axle. Six passengers and four railway servants were injured.

On the 14th July, the mixed train was derailed between Álandi and Rajewadi, owing to the road spreading in consequence of the old Karri wood sleepers having been sodden with the continuous heavy rain of the previous days, and yielding under the side pressure of the engine on the lower rail. The rolling-stock and permanent-way were much damaged.

On the 3rd August, the engine tender and seven waggons of the mixed train were derailed between Mallápur and Álúr, owing to the removal by some unknown persons of the fish-bolts of the leading joints of one pair of rails. The rolling-stock and permanent-way were much damaged.

On the 30th August, a goods train on crossing the bridge at mile 292, between Rungapuram and Betamcherla, was stopped owing to the bank having been scoured away behind the east abutment. The engine subsided into the hole, and being thrown back against the abutment knocked it down, and with the tender and brake-van dropped into the nulla; the first fireman was killed and the second fireman and second guard were injured. The engine and the rolling-stock were considerably damaged. The watchman to blame was prosecuted, and was convicted and sentenced to undergo four months' rigorous imprisonment.

Burma (State) Railway (Metre Gauge).

14. On the 14th May, the up mixed train ran into the down mixed train while the latter was standing at the platform in Kyaukse station-yard. The accident was due to the station-master having failed to carry out the rules laid down for the crossing of trains and to the driver having entered the station at an excessive speed. Eighteen passengers were slightly injured and the rolling-stock damaged. Both the men in fault were prosecuted but acquitted.

Dibru-Sadiya Railway (Metre Gauge).

15. On the 29th September, an elephant was run over by a passenger engine at the 54th mile. The engine was derailed and damaged and one side lamp and two cylinder lubricators were broken.

Total Number of Accidents to Trains, Rolling-Stock, &c.

16. The statement on pages 214 and 215 shows the total number of accidents to trains, rolling-stock, permanent-way, &c., during 1894, and the casualties resulting therefrom, as compared with the average of the three preceding years, the results for each gauge being shown separately.

17. The statistical results for the year under review are summarised in the following table:

Particulars.		1894.				Average of the Three Previous Years.			
		Standard.*	Metre.†	Special.	Total.	Standard.	Metre.	Special.	Total.
Mean mileage worked	Miles	11,335	7,059	243	18,637	10,769	6,555	262	17,586
Train-mileage run	Miles	45,726,310	19,007,043	385,575	65,118,928	43,441,941	17,374,385	447 807	61,264,133
Number of passengers carried	No.	97,943,989	46,665,431	853,126	145,462,546	87,657,098	39,844,143	846,721	128,347,962
Number of passenger units carried one mile	No.	4,083,240,400	1,780,050,518	22,619,319	5,885,910,237	3,734 776,834	1,604,878,886	21,765,809	5,361,421,529
Number of accidents per 100,000 train-miles run	No.	6	10	22	7	6	10	12	7
Proportion of passengers killed by accidents to trains (*vide* statement No. 47) to number carried	No.	1 in 97,943,989	—	—	1 in 145,462,546	1 in 2,434,919	1 in 13,281,381	—	1 in 3,290,973
Proportion of passengers injured by accidents to trains (*vide* statement No. 47) to number carried	No.	1 in 1,813,778	1 in 1,595,336	—	1 in 1,711,324	1 in 1,270,393	1 in 2,213,563	—	1 in 1,475,264
Proportion of passengers killed from all causes (*vide* statement No. 47) to number carried	No.	1 in 1,958,880	1 in 5 185,048	—	1 in 2,465,467	1 in 1,019,269	1 in 3,064,934	—	1 in 1,296,444
Proportion of passengers injured from all causes (*vide* statement No. 47) to number carried	No.	1 in 532,304	1 in 583,318	1 in 853,126	1 in 548,915	1 in 427,596	1 in 699,020	1 in 423,360	1 in 486,167
Proportion of passengers killed and injured from all causes (*vide* statement No. 47) to number carried	No.	1 in 418,564	1 in 524,331	1 in 853,126	1 in 448,958	1 in 301,227	1 in 569,202	1 in 423,360	1 in 353,576
Proportion of passengers killed and injured from all causes (*vide* statement No. 47) to number of passenger units carried one mile	No.	1 in 17,449,745	1 in 20,000,568	1 in 22,619,319	1 in 18,166,390	1 in 12,834,285	1 in 22,926,841	1 in 10,882,904	1 in 14,769,756

* Excluding the Calcutta Port Commissioners' Railway, but including the metre and special gauge lines worked by the Eastern Bengal (State) Railway.

† Excluding the West of India Portuguese Railway and the metre and special gauge lines worked by the Eastern Bengal (State) Railway.

It will be noticed that there were seven accidents for every 100,000 train-miles run, the number being the same as the average of the three previous years.

As compared with the average of the three previous years, the proportion of passengers killed by accidents to trains to the number of passengers booked was 1 in 145½ millions against 1 in 3¼‡ millions. The proportion of passengers injured to the number of passengers booked was 1 in 1¾ millions against an average of 1 in 1½ millions in the three previous years.

In the same way the proportion of passengers killed from all causes to the number of passengers booked was 1 in 2½ millions against 1 in 1¼ millions. The proportion of passengers injured to the number of passengers booked was 1 in 548,915 against 1 in 486,167.

The proportion of total casualties (passengers killed and injured from all causes) to the number booked was 1 in 448,958 against 1 in 353,576. The proportion of total casualties to the number of passenger units carried one mile was 1 in 18 millions against 1 in 14¾ millions.

‡ *See* foot note on page 208.

Statement No. 49.

Accidents to Trains, Rolling-Stock, Permanent-Way, &c. on Railways open for Traffic, and the Casualties resulting therefrom during the Year ending the 31st December 1894.

STATEMENT

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c. on RAILWAYS open for

Classification.	STANDARD GAUGE.												METRE							
	Average Number of Accidents during the Three Previous Years.			Number.			Number of Passengers and Others		Number of Servants		Total all Classes		Average Number of Accidents during the Three Previous Years.			Number.			Number of Passengers and Others	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX. of 1890.	Other Accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX. of 1890.	Other Accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX. of 1890.	Other Accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX. of 1890.	Other Accidents.	Total.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains.	3	2	5	1	1	2	–	–	–	–	–	–	2	2	4	4	2	6	–	18
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	14	17	31	10	17	27	1	37	1	9	2	46	2	12	14	5	4	9	–	1
3. Collisions between goods trains, or parts of goods trains.	8	61	69	3	79	82	–	–	2	6	2	6	3	20	23	–	24	24	–	–
4. Collisions between light engines	2	22	24	–	14	14	–	–	–	1	–	1	–	6	6	–	6	6	–	–
5. Passenger trains, or parts of passenger trains, leaving the rails.	19	33	52	17	24	41	–	–	–	1	–	1	4	31	35	4	25	29	–	–
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails.	16	195	211	10	182	192	–	–	–	2	–	2	3	109	112	1	118	119	–	–
7. Trains or engines travelling in the wrong direction through points.	3	45	48	4	55	59	–	–	–	1	–	1	1	22	23	1	16	17	–	–
8 Trains running into stations or sidings at too high a speed.	1	5	6	3	7	10	–	10	4	–	4	10	–	4	4	2	15	17	–	–
9. Trains running over cattle on the line.	2	901	903	4	1,064	1,068	–	–	–	2	–	2	4	975	979	1	987	988	–	–
10. Trains running over obstructions on the line.	6	96	102	13	75	88	(a) 7	(a) 3	2	7	9	10	2	49	51	–	46	46	–	(a) 3
11. Trains running through gates at level-crossings.	1	31	32	2	25	27	–	–	1	1	1	1	–	23	23	–	12	12	–	–
12. The bursting of boilers of engines.	–	–	–	–	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
12*a*. The bursting of tubes, &c., of engines,	–	73	73	1	137	138	–	–	–	–	–	–	–	68	68	–	96	96	–	–
13. The failure of machinery, springs, &c., of engines.	1	310	311	1	332	333	–	–	–	–	–	–	–	142	142	–	181	181	–	–
14. The failure of tyres - -	1	8	9	–	3	3	–	–	–	–	–	–	–	6	6	–	10	10	–	–
15. The failure of wheels - -	–	2	2	–	2	2	–	–	–	–	–	–	–	1	1	–	2	2	–	–
16. The failure of axles - -	1	15	16	1	10	11	–	–	–	–	–	–	2	25	27	3	36	39	–	6
17. The failure of brake apparatus	–	2	2	–	3	3	–	–	–	–	–	–	–	3	3	–	3	3	–	–
18. The failure of couplings -	1	82	83	2	60	62	–	7	–	1	–	8	1	121	122	–	124	124	–	–
19. The failure of tunnels, bridges, viaducts, culverts, &c.	4	4	8	2	6	8	–	–	–	–	–	–	1	–	1	–	–	–	–	–
20. Broken rails - - -	–	48	48	–	57	57	–	–	–	–	–	–	–	14	14	–	17	17	–	–
21. The flooding of portions of permanent-way.	24	26	50	21	68	89	–	–	–	–	–	–	8	39	47	2	52	54	–	–
22. Slips in cuttings or embankments.	8	34	42	3	37	40	–	–	–	–	–	–	1	5	6	–	3	3	–	–
23. Fire in trains - -	3	106	109	1	44	45	–	–	–	–	–	–	–	39	39	–	50	50	–	5
24. Fire at stations or involving injury to bridges or viaducts.	1	42	43	–	24	24	(a) 1	–	–	–	1	–	–	7	7	–	6	6	–	–
25. Other accidents - -	10	172	182	–	129	129	–	–	–	1	–	1	1	43	44	1	38	39	–	1
Total for the twele months ending 31st December 1894.	–	–	–	99	2,456	2,555	(b) 9	(c) 57	10	32	19	89	–	–	–	24	1,873	1,897	–	(c) 34
Average of the three previous years	–	–	–	129	2,332	2,461	39	72	10	58	49	30	–	–	–	35	1,766	1,801	4	20

(*a*) Not passengers.

(*b*) Of these, 8 were not passenge

No. 49.

TRAFFIC, and the CASUALTIES resulting therefrom during the year ending the 31st December 1894.

GAUGE.				SPECIAL GAUGES.										TOTAL ALL GAUGES.									
Number of Servants		Total all Classes		Average Number of Accidents during the Three Previous Years.			Number.			Number of Passengers and Others		Number of Servants		Total all Classes		Average Number of Accidents during the Three Previous Years.			Number.			Number of Passengers and Others		Number of Servants		Total all Classes	
Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX. of 1890.	Other Accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX. of 1890.	Other Accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX. of 1890.	Other Accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX. of 1890.	Other Accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
–	–	–	18	–	–	–	–	–	–	–	–	–	–	–	–	5	4	9	5	3	8	–	18	–	–	–	18
3	3	3	4	–	–	–	–	–	–	–	–	–	–	–	–	16	29	45	15	21	36	1	38	4	12	5	50
–	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	11	81	92	3	103	106	–	–	2	7	2	7
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	28	30	–	20	20	–	–	–	1	–	1
–	–	–	–	1	5	6	–	3	3	–	–	–	–	–	–	24	69	93	21	52	73	–	–	–	1	–	1
–	–	–	–	1	16	17	–	36	36	–	–	–	–	–	–	20	320	340	11	336	347	–	–	–	2	–	2
1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	4	67	71	5	71	76	–	–	1	1	1	1
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	9	10	5	22	27	–	10	4	–	4	10
–	–	–	–	–	7	7	–	10	10	–	–	–	–	–	–	6	1,883	1,889	5	2,061	2,066	–	–	–	2	–	2
–	–	–	3	–	2	2	–	–	–	–	–	–	–	–	–	8	147	155	13	121	134	(a) 7	(a) 6	2	7	9	13
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	54	55	2	37	39	–	–	1	1	1	1
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	1	–	–	–	–	–	–
–	–	–	–	–	–	–	–	1	1	–	–	–	–	–	–	–	141	141	1	234	235	–	–	–	–	–	–
–	–	–	–	–	7	7	–	7	7	–	–	–	–	–	–	1	459	460	1	520	521	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	14	15	–	13	13	–	–	–	–	–	–
–	–	–	–	–	3	[redacted]	–	2	2	–	–	–	–	–	–	–	6	6	–	6	6	–	–	–	–	–	–
–	5	–	11	–	5	5	–	3	3	–	–	–	–	–	–	3	45	48	4	49	53	–	6	–	5	–	11
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	5	5	–	6	6	–	–	–	–	–	–
–	–	–	–	–	3	3	–	–	–	–	–	–	–	–	–	2	206	208	2	184	186	–	7	–	1	–	8
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	5	4	9	2	6	8	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	62	62	–	74	74	–	–	–	–	–	–
1	3	1	3	–	3	3	–	21	21	–	–	–	–	–	–	32	68	100	23	141	164	–	–	1	3	1	3
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	9	39	48	3	40	43	–	–	–	–	–	–
–	–	–	5	–	1	1	–	–	–	–	–	–	–	–	–	3	146	149	1	94	95	–	5	–	–	–	5
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	49	50	–	30	30	(a) 1	–	–	–	1	–
–	1	–	2	1	–	1	–	2	2	–	–	–	–	–	–	12	215	227	1	169	170	–	1	–	2	–	3
5	13	5	47	–	–	–	–	85	85	–	–	–	–	–	–	–	–	–	123	4,414	4,537	(b) 9	(d) 91	15	45	24	136
7	12	11	32	–	–	–	3	52	55	–	–	–	1	–	1	–	–	–	167	4,150	4,317	43	92	17	71	60	163

(c) Of these, 3 were not passengers.

(d) Of these, 6 were not passengers.

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APPENDIX A.—ADDITIONS to open MILEAGE from the 1st April 1894 to the 31st March 1895.

Serial Number.	Railway and Section.	Length in Miles.	Date of Opening.	Remarks.
	Standard Gauge.			
	STATE LINES WORKED BY COMPANIES.			
I.	East Indian—			
	Jherria Extension—			
	Barákar to Kátrásgarh - -	33¾	20th May 1894 - -	The first seven miles of the extension were worked for coal traffic from the 1st August 1893.
	Toposi Colliery Extensions—			
	Toposi viâ Shaikpur to Baraboni (Khorabad).	11¼	15th April 1894 - -	Coal traffic.
	Panooria to Alipur Block Hut - -	7¼	30th March 1895 -	
	Salanpur towards Jamgram - -	4¼	7th September 1894 -	
	Maharajpur to Manihári Ferry - -	1½	1st January 1895 -	
		58		
V.	Godhra-Rutlam—			
	Dóhad to Rutlam - - -	70½	22nd October 1894.	
	Total - - -	128½		
	STATE LINES WORKED BY THE STATE.			
XII.	Oudh and Rohilkhand (State)—			
	Bareilly viâ Rámpur to Moradabad -	56	8th June 1894.	
XVI.	East Coast (State)—			
	Vizianagram to Parlákimedi Road -	55¼	20th July 1894 - -	For goods traffic.
	Parlákimedi Road to Palasa - -	32¼	17th December 1894 -	
	Vizagapatam Swamp Line - -	2½	1st October 1894 -	
		90		
	Total - - -	146		
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.			
XXXII.	Kolar Gold Fields—			
	Bowringpet to Mysoré mines terminus	10	1st June 1894.	
	Total Standard Gauge -	284½		
	Metre Gauge.			
	STATE LINES WORKED BY COMPANIES.			
XXXVIII.	Rohilkund and Kumaon (Lucknow-Bareilly section):—			
	Bareilly Junction to Bareilly Grain Mart.	1¾	1st April 1894.	
XLV.	Máyavaram Mutupet—			
	Máyavaram to Mutupet - -	54	2nd April 1894 -	
	Total - - -	55¾		
	STATE LINE WORKED BY THE STATE.			
L.	Mu Valley—			
	Wuntho to Nankan - - -	15½	1st November 1894.	
	ASSISTED COMPANY.			
LIII.	Bengal Dooars—			
	Mal Bazar to Dam Dim - -	4¼	16th June 1894.	
	Total Metre Gauge - -	75½		
	Special Gauge.			
	LINE OWNED AND WORKED BY NATIVE STATE.			
LXIII.	Morvi (2′ 6″)—			
	Extension over Agi river at Rájkot to connect with the Jetalsar-Rájkot Railway.	½	6th August 1894.	
	Total Special Gauge - -	½		
	GRAND TOTAL - -	360½		

APPENDIX B.—EXTENSIONS of LINE sanctioned from the 1st April 1894 to the 31st March 1895.

Serial Number.	Railway and Section.	Length in Miles.	Date of Sanction.	Remarks.
	Standard Gauge.			
	STATE LINES WORKED BY COMPANIES.			
I.	East Indian—			
	Toposi Branch—			
	Panooria to Alipur Block Hut -	7¼	11th December 1894-	Purchased from the Barákar Coal Company and incorporated with the East Indian Railway from the 30th March 1895.
	Mohanpur towards Jamgram -	1	24th September 1894.	
	Maharajpur to Manihári Ferry -	1½	—	
		9¾		
III.	Indian Midland—			
	Bhopal to point of junction with Bhopal-Ujjain Railway.	¼	7th July 1894.	
III.	Rutlam Ujjain—			
	Rutlam to Ujjain - - - -	60½	17th December 1894.	
IX.	Madras-Ennore Branch—			
	Madras (Washermenpet) to Ennore	8½	2nd August 1894 -	This branch is being constructed by the Madras Railway Company, and will eventually form part of the Bezwada-Madras Railway.
	Total - - -	79		
	STATE LINES WORKED BY THE STATE.			
XVI	East Coast (State)—			
	Khurda Road to Pooree -	26	6th December 1894.	
XVIII.	Wazirabad to Lyallpur—			
	Wazirabad to Lyallpur - -	100	4th December 1894.	
XIX.	Kotri-Rohri (Chord Line)—			
	Rahuki on the Hyderabad-Shadipalli Railway to Rohri.	182½	13th November 1894.	
	Total - - -	308½		
	Total Standard Gauge -	387½		
	Metre Gauge.			
	STATE LINE WORKED BY COMPANY.			
XXVII.	Bengal and North-Western—			
	Bhatni to Barai - - - -	25	10th January 1895.	
	Gonda viâ Bulrampur to Tulsipur -	42		
	Nánpára to Katantia Ghât - -	40		
	Jarwal Road to Burhwal (Rámnagar) with permanent bridge over the Gogra River - - - -	9¼	29th December 1894.	
		116¼		
	STATE LINE WORKED BY THE STATE.			
XLIX.	Cawnpore-Gogra (metre gauge link)—			
	Cawnpore to Burhwal (Rámnagar)	80	25th October 1894 -	The mileage given is exclusive of the existing line of the Lucknow-Bareilly Railway, 2¾ miles, to be utilised between Daliganj and Aishbagh.
	ASSISTED COMPANY.			
LV.	Ahmedabad-Parántij—			
	Ahmedabad to Parántij - -	47½	12th March 1895.	
	Total Metre Gauge -	243¾		
	Special Gauge.			
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.			
LXXI.	Anklesvar-Nandod (2′ 6″)—			
	Anklesvar to Sarsa - -	20	24th October 1894.	
	Total Special Gauge -	20		
	GRAND TOTAL - -	651¼		

APPENDIX C.

Statement showing the Gauge and Classification of Lines and the Lengths of Lines sanctioned and open for Traffic on the 31st March 1895.

APPENDIX C.—STATEMENT showing the GAUGE and CLASSIFICATION of LINES and

Serial Number.	Railway.	Name of Working Agency.	Date of First Opening for Traffic.	SANCTIONED	
				At the end of 1893–94 as shown in last Report.	Sanctioned during 1894–95 (Appendix B.)
	Standard Gauge.			Miles.	Miles.
	STATE LINES WORKED BY COMPANIES.				
I.	East Indian	East Indian Railway Company	15th August 1854	1,688½	9¾
II.	Bengal-Nágpur	Bengal-Nágpur Railway Company	6th April 1880	861¾	—
III.	Indian Midland	Indian Midland Railway Company	1st April 1886	678¾	¼
IV.	Bhopal-Itársi (British Section)	Indian Midland Railway Company	1st June 1882	13	—
V.	Godhra-Rutlam	Bombay, Baroda, and Central India Railway Company.	16th January 1893	115½	—
VI.	Wardha Coal	Great Indian Peninsula Railway Company.	1st February 1874	45	—
VII.	Dhond-Manmád	Great Indian Peninsula Railway Company.	15th March 1878	145½	—
	Bezwada Extension	Nizam's Guaranteed State Railways Company.	10th February 1889	21½	—
VIII.	Rutlam-Ujjain	Bombay, Baroda, and Central India Railway Company.	—	—	60½
IX.	Madras-Ennore Branch	Madras Railway Company	—	—	8½
	Total	—	—	3,539½	79
	STATE LINES WORKED BY THE STATE.				
X.	North-Western (State)	—	13th May 1861	2,427¼	—
XI.	Hyderabad-Umarkot	North-Western (State) Railway	18th August 1892	59	—
XII	Oudh and Rohilkhand (State)	—	23rd April 1867	797	—
XIII.	Eastern Bengal (State)	—	2nd January 1862	218½	—
XIV.	Bengal Central (*f*)	Eastern Bengal (State) Railway	16th October 1882	125	—
XV.	Calcutta Port Commissioners'	Port Trust, Calcutta	1st November 1875	6¼	—
XVI.	East Coast (State)	—	20th February 1893	521½	26
XVII.	Bezwada-Madras	—	—	—	—
XVIII.	Wazirabad-Lyallpur	North-Western (State) Railway	—	—	100
XIX.	Kotri-Rohri (Chord line)	North Western (State) Railway	—	—	182½
XX.	Mushkaf-Bolán	North-Western (State) Railway	—	85¾	—
XXI.	Mári-Attock	North-Western (State) Railway	—	80	—
	Total	—	—	4,350½	308½
	LINES WORKED BY GUARANTEED COMPANIES.				
XXII.	Great Indian Peninsula	—	18th April 1853	1,286¾	—
XXIII.	Bombay, Baroda, and Central India	—	10th February 1860	460¾	—
XXIV.	Madras	—	1st July 1856	839¼	—
	Total	—	—	2,586¾	—
	ASSISTED COMPANIES.				
XXV.	Delhi-Umballa-Kalka	East Indian Railway Company	1st March 1891	161½	—
XXVI.	Tarkessur	East Indian Railway Company	1st January 1885	22¼	—
	Total	—	—	183¾	—
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.				
XXVII.	Khámgaon	Great Indian Peninsula Railway Company.	4th March 1870	7½	—
XXVIII.	Amráoti	Great Indian Peninsula Railway Company.	16th February 1871	5½	—
XXIX.	Bhopal-Itársi (Native State Section)	Indian Midland Railway Company	18th November 1884	44	—
XXX.	The Nizam's Guaranteed State	The Nizam's Guaranteed (State) Railway Company.	9th October 1874	232¼	—
XXXI.	The Gaekwar's Petlád	Bombay, Baroda, and Central India Railway Company.	5th May 1890	13½	—
XXXII.	Kola Gold Fields	Madras Railway Company	1st June 1894	10	—
	Total	—	—	412½	—
	LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.				
XXXIII.	Rájpura-Bhátinda	North-Western (State) Railway	1st November 1884	108	—
XXXIV.	Jammu and Kashmir (Native State Section)	North-Western (State) Railway	15th March 1890	16	—
	Total	—	—	124	—

the LENGTHS of LINES sanctioned and open for Traffic on the 31st March 1895.

MILEAGE.		OPEN MILEAGE.				Length laid with Two or more Tracks.	Length remaining to be finished.	Remarks.
Corrections of Mileage.	Total sanctioned Length at end of 1894-95.	On the 31st March 1894, as shown in last Report.	Opened during 1894-95 (Appendix A.)	Corrections of Mileage.	Total open Length on the 31st March 1895.			
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
—	1,698½	1,613½	58	+ ½	1,672½	474½	26	
−1	860¾	861¾	—	−1	860¾	—	—	
—	679	677½	—	—	677½	—	1½	
—	13	13	—	—	13	—	—	
—	115½	45	70½	—	115½	—	—	
—	45	45	—	—	45	—	—	
—	145½	145½	—	—	145½	—	—	
(*a*) −21½	—	21½	—	(*a*) −21½	—	—	—	(*a*) Amalgamated with the East Coast (State) Railway from the 1st January 1895, but the branch continues to be worked by the Nizam's Guaranteed State Railways Company.
—	60½	—	—	—	—	—	60½	Under construction.
—	8½	—	—	—	—	—	8½	
−22½	3,626	3,422¾	128½	−22	3,529½	474½	96¾	
+ 2	2,429½	2,427½	—	+2	2,429½	41½	—	
—	59	59	—	—	59	—	—	
− ½	796½	741	56	−½	796½	—	—	
—	248½	248½	—	—	248½	55½	—	
—	125	125	—	—	125	—	—	Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.
—	6½	6½	—	—	6½	5½	—	(*b*) Mileage of the Bezwada Extension Railway, *vide* remark (*a*)
(*b*) +21½ − 1½	567½	269½	90	(*b*) +21½ − 6	375	—	192½	Commencement of work except on the Madras-Ennore branch (Serial No. IX.) not yet sanctioned.
—	—	—	—	—	—	—	—	
—	100	—	—	—	—	—	100	Under construction.
—	182½	—	—	—	—	—	182½	Under construction.
+ 1¼	87	—	—	—	—	—	87	Under construction.
—	80	—	—	—	—	—	80	Under construction.
+22¾	4,681½	3,876½	146	+17	4,039½	102	642	
—	1,286¾	1,286¾	—	—	1,286¾	462	—	
—	460¾	460¾	—	—	460¾	60	—	
—	839½	839½	—	—	839½	42½	—	
—	2,586¾	2,586¾	—	—	2,586¾	564½	—	
—	161½	161½	—	—	161½	—	—	
—	22¼	22¼	—	—	22¼	—	—	
—	183¾	183¾	—	—	183¾	—	—	
—	7⅓	7⅓	—	—	7⅓	—	—	
—	5½	5½	—	—	5½	—	—	
—	44	44	—	—	44	—	—	
—	332¼	332¼	—	—	332¼	—	—	
—	13½	13½	—	—	13½	—	—	
—	10	—	10	—	10	—	—	
—	412½	402½	10	—	412½	—	—	
—	108	108	—	—	108	—	—	The British section of this railway forms an integral part of the North-Western (State) Railway.
—	16	16	—	—	16	—	—	
—	124	124	—	—	124	—	—	

APPENDIX C.—STATEMENT showing the GAUGE and CLASSIFICATION of LINES and the

Serial Number.	Railway.	Name of Working Agency.	Date of First Opening for Traffic.	SANCTIONED: At the end of 1893-94 as shown in last Report.	SANCTIONED: Sanctioned during 1894-95. (Appendix B.)
	Standard Gauge—cont.				
	LINES OWNED AND WORKED BY NATIVE STATES.			Miles.	Miles.
XXXV.	Bina Guna	Under consideration	—	73½	—
XXXVI.	Bhopal-Ujjain	Under consideration	—	114	—
	Total	—	—	187½	—
	Total Standard Gauge	—	—	11,414¼	387½
	Metre Gauge.				
	STATE LINES WORKED BY COMPANIES.				
XXXVII.	Bengal and North Western—				
	Tirhoot Section	Bengal and North-Western Railway Company	1st November 1875	341¾	—
	Company's Section	Bengal and North-Western Railway Company	2nd April 1884	420½	116½
XXXVIII.	Rohilkund and Kumaon (Lucknow-Bareilly Section),	Rohilkund and Kumaon Railway Company.	12th October 1884	230½	—
XXXIX.	Rajputana-Malwa	Bombay, Baroda, and Central India Railway Company.	14th February 1873	1,674	—
XL.	Pálanpur-Deesa	Bombay, Baroda, and Central India Railway Company.	8th November 1893	17½	—
XLI.	Southern Mahratta	Southern Mahratta Railway Co.	24th March 1884	1,043¾	—
XLII.	Guntakal-Mysore Frontier	Southern Mahratta Railway Co.	1st March 1892	119½	—
XLIII.	Southern Mahratta (Mysore Section)	Southern Mahratta Railway Co.	1st February 1881	2?6	—
XLIV.	South Indian	South Indian Railway Company	15th July 1861	1,041½	—
XLV.	Máyavaram-Mutupet	South Indian Railway Company	2nd April 1894	54	—
XLVI.	Assam-Bengal	Assam-Bengal Railway Company	—	740¼	—
	Total	—	—	5,978¾	116½
	STATE LINES WORKED BY THE STATE.				
XLVII.	Eastern Bengal (State)—				
	Northern and Behar Sections (including the Kaunia-Dharla, 2′ 6″ gauge, Branch).	—	28th August 1877	478¼	—
	Dacca Section	—	4th January 1885	86	—
XLVIII.	Burma (State)	—	2nd May 1877	571½	—
XLIX.	Cawnpore-Gogra (metre gauge link)	Under consideration	—	—	80
L.	Mu Valley	Burma (State) Railway	1st July 1891	315¼	—
	Total	—	—	1,451	80
	ASSISTED COMPANIES.				
LI.	Deoghur	Messrs. Burn and Co.	23rd December 1882	4¾	—
LII.	Rohilkund and Kumaon (Company's Section)	—	12th October 1884	54	—
LIII.	Bengal Dooars	Messrs. Finlay, Muir, and Co.	15th January 1893	36½	—
LIV.	Dibru-Sadiya	Assam Railways and Trading Co.	October 1882	77½	—
LV.	Ahmedabad-Parántij	Bombay, Baroda, and Central India Railway Company.	—	—	47½
LVI.	Nilgiri	—	—	16¼	—
	Total	—	—	189½	47½
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.				
LVII.	The Gaekwar's Mehsána	Bombay, Baroda, and Central India Railway Company.	21st March 1887	92¾	—
LVIII.	Kolhápur	Southern Mahratta Railway Co.	21st April 1891	29	—
LIX.	Yesvantpur-Mysore Frontier	Southern Mahratta Railway Co.	15th December 1892	51½	—
LX.	Mysore-Nanjangúd	Southern Mahratta Railway Co.	1st December 1891	17¼	—
	Total	—	—	188½	—

LENGTHS of LINES sanctioned and open for Traffic on the 31st March 1895—*continued.*

MILEAGE.		OPEN MILEAGE.				Length laid with Two or more Tracks.	Length remaining to be finished.	Remarks.
Corrections of Mileage.	Total sanctioned Length at end of 1894-95.	On the 31st March 1894, as shown in last Report.	Opened during 1894-95 (Appendix A.)	Corrections of Mileage.	Total open Length on the 31st March 1895.			
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Under construction.
—	73½	—	—	—	—	—	73½	Under construction.
—	114	—	—	—	—	—	114	
—	187⅓	—	—	—	—	—	187⅓	
+ ¼	11,802	10,596½	284⅓	−5	10,875⅔	1,141	926¼	
—	341⅔	341⅔	—	—	341⅔	—	—	Although for convenience classed amongst State railways, the Company's section of this line is the property of the Bengal and North-Western Railway Company.
+ ¼	537	(*a*) 420½	—	+ ¼	(*a*) 420½	—	116¼	(*a*) Including six miles of temporary line between Gograghat and Bahramghat.
+1	231¼	228½	1½	+1	231¼	—	—	
—	1,674	1,674	—	—	1,674	1½	—	
—	17¼	17¼	—	—	17¼	—	—	
+1¾	1,042	1,043¾	—	−1¾	1,042	—	—	
—	119½	119½	—	—	119½	—	—	
—	296	296	—	—	296	—	—	
—	1,041½	1,041½	—	—	1,041½	—	—	
—	54	—	54	—	57	—	—	Under construction.
—	740¼	—	—	—	—	—	740¼	
− ⅓	6,094½	5,182¾	55¾	− ½	5,238	1½	856½	
+ ¼	478¼	478¼	—	+ ¼	478½	—	—	
—	86	86	—	—	86	—	—	
—	571½	571½	—	—	571½	9	—	
—	80	—	—	—	—	—	80	Under construction. The mileage given excludes the existing line of the Lucknow-Bareilly Railway, 2⅞ miles, to be utilised between Daliganj and Aishbagh.
−1	314¼	158⅓	15⅓	—	174	—	140¼	Amalgamated with the Burma (State) Railway from the 13th March 1895.
− ¾	1,530¼	1,294¼	15½	+ ¼	1,310	9	220¼	
—	4¾	4¾	—	—	4¾	—	—	
—	54	54	—	—	54	—	—	
—	36½	32¼	+4¼	—	36½	—	—	
—	77½	77½	—	—	77½	—	—	
—	47½	—	—	—	—	—	47½	Under construction.
—	16½	—	—	—	—	—	16½	Under construction.
—	236¾	168⅓	4¼	—	172¾	—	64	
—	92¾	92¾	—	—	92¾	—	—	
—	29	29	—	—	29	—	—	
− ¼	51¼	51⅓	—	− ¼	51¼	—	—	
—	15¼	15⅓	—	—	15¼	—	—	
− ¼	188¼	188½	—	− ¼	188¼	—	—	

APPENDIX C.—STATEMENT showing the GAUGE and CLASSIFICATION of LINES and the

Serial Number.	Railway.	Name of Working Agency.	Date of First Opening for Traffic.	SANCTIONED: At the end of 1893-94 as shown in last Report.	SANCTIONED: Sanctioned during 1894-95 (Appendix B.)
	Metre Gauge—cont.				
	LINES OWNED AND WORKED BY NATIVE STATES.			Miles.	Miles.
LXI.	Jodhpore-Bickaneer—				
	Jodhpore section	Jodhpore Darbar	24th June 1882	320½	—
	Bickaneer section	Jodhpore Darbar	8th April 1891	43½	—
LXII.	Bhávnagar-Gondal-Junágarh-Porbandar	Representative Committee of Proprietary States.	20th December 1880	333¾	—
LXIII.	Jetalsar-Rájkot	Bhávnagar-Gondal-Junágarh-Porbandar Railway.	12th April 1893	46¾	—
LXIV.	Oodeypore-Chitor	Under consideration	—	60½	—
LXV.	Rájkot-Jamnagar	Bhávnagar-Gondal-Junágarh-Porbandar Railway.	—	70	—
	Total	—	—	875	—
	FOREIGN LINES.				
LXVI.	West of India Portuguese	—	17th January 1887	51	—
LXVII.	Pondicherry	South Indian Railway Company	16th December 1879	7¾	—
	Total	—	—	58¾	—
	Total metre gauge	—	—	8,741¼	243¾
	Special Gauges.				
	STATE LINE WORKED BY THE STATE.				
LXVIII.	Jorhát (2′ 0″)	—	15th December 1884	28	—
	ASSISTED COMPANY.				
LXIX.	Darjeeling-Himalayan (2′ 0″)	—	23rd August 1880	51	—
	LINES OWNED BY NATIVE STATE AND WORKED BY COMPANIES.				
LXX.	The Gaekwar's Dabhoi (2′ 6″)	Bombay, Baroda, and Central India Railway Company.	8th April 1873	71¾	—
LXXI.	Anklesvar-Nandod (2′ 6″)	Bombay, Baroda, and Central India Railway Company.	—	—	20
	Total	—	—	71¾	20
	LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.				
LXXII.	Cooch Behar (2′ 6″)	Eastern Bengal (State) Railway	15th September 1893	22¼	—
	LINE OWNED AND WORKED BY NATIVE STATE.				
LXXIII.	Morvi (2′ 6″)	Morvi State	11th March 1886	94	—
	Total special gauges	—	—	267	20
	TOTAL OF ALL RAILWAYS	—	—	20,422½	651¼
	STEAM TRAMWAYS OUTSIDE MUNICIPAL LIMITS.				
	Tárakeshwar-Mugra (2′ 6″ gauge)	Bengal Provincial Railway Company	7th November 1894	31	—
	Cherra-Companyganj (2′ 6″ gauge)	State Agency	16th June 1886	8	—
	Dandot Colliery (2′ 0″ gauge)	North-Western (State) Railway	1st June 1889	3¾	—
	Powayan (2′ 6″ gauge)	Powayan Steam Tramway Company.	17th June 1890	39½	—
	Thatôn-Duyinzáik (2′ 6″ gauge)	G. E. L. Dawson, Esq.	11th February 1885	8½	—
	Bársi (2′ 6″ gauge)	R. E. Calthrop, Esq., and others	—	21¾	—
	TOTAL	—	—	112½	—

LENGTHS of LINES sanctioned and opened for Traffic on the 31st March 1895—*continued.*

MILEAGE.		OPEN MILEAGE.				Length laid with Two or more Tracks.	Length remaining to be finished.	Remarks.
Corrections of Mileage.	Total sanctioned Length at the end of 1894-95.	On the 31st March 1894, as shown in last Report.	Opened during 1894-95. (Appendix A.)	Corrections of Mileage.	Total open Length on the 31st March 1895.			
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
—	320½	320½	—	—	320½	—	—	
—	43½	43½	—	—	43½	—	—	
+ ¼	334	333¾	—	+ ¼	334	—	—	
− ½	46½	46½	—	—	46½	—	—	
—	60½	—	—	—	—	—	60½	Under construction.
—	70	—	—	—	—	—	70	Provisionally sanctioned. It is proposed to extend the line from Jámnagarh to Port Salaya instead of to Port Jodiya. The mileage here given includes that of the extension to Port Jodiya.
− ¼	874¼	744	—	+ ¼	744¼	—	130½	
—	51	51	—	—	51	—	—	
—	7¾	7¾	—	—	7¾	—	—	
—	58¾	58¾	—	—	58¾	—	—	
−1¾	8,983¼	7,636¾	75½	− ¼	7,712	10½	1,271½	
—	28	28	—	—	28	—	—	
—	51	51	—	—	51	—	—	
—	71¾	71¾	—	—	71¾	—	—	
—	20	—	—	—	—	—	20	Under construction.
—	91¾	71¾	—	—	71¾	—	20	
—	22¼	22¼	—	—	22¼	—	—	
+ ½	94½	94	½	—	94½	—	—	
+ ½	287½	267	¾	—	267½	—	20	
−1	21,072¾	18,500	360½	−5¼	18,855½	1,151¼	2,217½	
—	31	—	1	—	31	—	—	
—	8	8	—	—	8	—	—	
—	3¾	3¾	—	—	3¾	—	—	
+ ½	40	31	9	—	40	—	—	
—	8½	8½	—	—	8½	—	—	
—	21¾	—	—	—	—	—	21¾	Under construction.
+ ½	113	51¼	40	—	91¼	—	21¾	

APPENDIX C.—STATEMENT showing the GAUGE and CLASSIFICATION of LINES, and the LENGTHS of LINES sanctioned and open for Traffic on the 31st March 1895—*concluded.*

Summary of Totals.	Sanctioned Mileage.				Open Mileage.				Length laid with Two or more Tracks.	Length remaining to be finished.
	At the end of 1893-94.	Sanctioned during 1894-95 (Appendix B.).	Corrections of Mileage.	Total sanctioned Length at the end of 1894-95.	On the 31st March 1894.	Opened during 1894-95 (Appendix A.).	Corrections of Mileage.	Total open length on the 31st March 1895.		
Standard Gauge.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
State lines worked by Companies	3,569½	79	− 22½	3,626	3,422¼	128½	− 22	3,529¼	474¼	96¾
State lines worked by the State	4,350¼	308½	+ 22¾	4,681½	3,876½	146	+ 17	4,039½	102	642
Lines worked by Guaranteed Companies.	2,586¾	—	—	2,586¾	2,586¾	—	—	2,586¾	564½	—
Assisted Companies	183¾	—	—	183¾	183¾	—	—	183¾	—	—
Lines owned by Native States and worked by Companies.	412½	—	—	412½	402½	10	—	412½	—	—
Lines owned by Native States and worked by State Railway Agency.	124	—	—	124	124	—	—	124	—	—
Lines owned and worked by Native States.	187½	—	—	187½	—	—	—	—	—	187½
Total	11,414¼	387½	+ ¼	11,802	10,596¼	284¼	− 5	10,875½	1,141	926¼
Metre Gauge.										
State lines worked by Companies	5,978¾	116¼	− ¼	6,094½	5,132¾	55¾	− ¼	5,238	1¼	856½
State lines worked by the State	1,451	80	+ ¾	1,530¼	1,294¼	15½	+ ¼	1,310	9	220¼
Assisted Companies	189¼	47½	—	236¾	168¼	4¼	—	172¾	—	64
Lines owned by Native States and worked by Companies.	188¼	—	− ¼	188¼	188¼	—	− ¼	188¾	—	—
Lines owned and worked by Native States.	875	—	− ¼	874¾	744	—	+ ¼	744¼	—	130
Foreign lines	58¾	—	—	58¾	58¾	—	—	58¾	—	—
Total	8,741½	243¾	− 1¾	8,983¼	7,636¾	75½	− ½	7,712	10¼	1,271¼
Special Gauges.										
State lines worked by the State	28	—	—	28	28	—	—	28	—	—
Assisted Company	51	—	—	51	51	—	—	51	—	—
Lines owned by Native States and worked by Companies.	71¾	20	—	91¾	71¾	—	—	71¾	—	20
Line owned by Native State and worked by State Railway agency.	22¼	—	—	22¼	22¼	—	—	22¼	—	—
Line owned and worked by Native State.	94	—	+ ½	94½	94	½	—	94½	—	—
Total	267	20	+ ½	287½	267	½	—	267½	—	20
Total of all railways	20,422½	651¼	− 1	*21,072¾	18,500	360½	− 5¼	18,855¼	1,151¼	2,217½
Steam tramways outside municipal limits.	112½	—	+ ½	113	51½	40	—	91½	—	21¾

* Made up as follows :—

	Miles.
Length sanctioned at the end of 1893–94	20,422½
Sanctioned during 1894–95	651¼
	21,073¾
Deduct—	
Net difference due to corrections of mileage	1
Net total length sanctioned at the end of 1894–95	21,072¾
Length sanctioned at the end of 1893–94	20,422½
Net increase in sanctioned mileage in 1894–95	650¼

APPENDIX D.

PROGRESS made in the Opening of RAILWAYS during each Calendar Year from the Commencement.

APPENDIX D.—Progress made in the Opening of Railways

Serial No.	Railway.	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.
	Standard Gauge.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	STATE LINES WORKED BY COMPANIES.												
I.	East Indian	Transferred on 1st January 1880 from "Lines worked by Guaranteed Companies."										—	—
	Dildárnagar-Gházipur	—	—	—	—	—	—	—	—	—	—	—	—
	Patna-Gya	Transferred on 1st January 1883 from "State Lines worked by the State."									—	—	—
	Northern Bengal	—	—	—	—	—	—	—	—	—	—	13	—
	Tirhoot	—	—	—	—	—	—	—	—	—	3	—	—
II.	Bengal-Nágpur	Transferred on the 27th November 1888 from "State Lines worked by Companies" [late Nágpur-Chhattisgarh Metre Gauge (State) Line].											
III.	Indian Midland	—	—	—	—	—	—	—	—	—	—	—	—
	Sindia	Transferred on the 16th December 1879 from "State Lines worked by the State."									—	—	66½
	Pátri	—	—	—	—	—	22½	—	—	—	—	—	—
IV.	Bhopal-Itársi (British Section)	—	—	—	—	—	—	—	—	—	—	—	—
V.	Godhra-Rutlam	—	—	—	—	—	—	—	—	—	—	—	—
VI.	Wardha Coal	Transferred on the 1st January 1891 from "State Lines worked by the State."									—	—	—
VII.	Dhond-Manmád	Transferred on the 1st January 1881 from "State Lines worked by the State."									—	—	—
	Amritsar-Pathánkot	—	—	—	—	—	—	—	—	—	—	—	—
	Rupar-Nálagarh	—	—	—	—	—	—	—	—	—	—	—	—
	Bezwada Extension	—	—	—	—	—	—	—	—	—	—	—	—
	Total	—	—	—	—	—	22½	—	—	—	3	13	66½
	STATE LINES WORKED BY THE STATE.												
	Patna-Gya	—	—	—	—	—	—	—	—	—	—	—	57
	Katni-Umaria	—	—	—	—	—	—	—	—	—	—	—	—
	Sindia	—	—	—	—	—	—	—	—	—	—	34	−34
	Wardha Coal	—	—	—	—	—	—	18½	22½	5½	—	—	—
	Dhond-Manmád	—	—	—	—	—	—	—	—	—	—	145¾	—
X.	North-Western (State)	The late Sind, Punjab and Delhi, Indus Valley, Punjab Northern, and Sind-Pishin Railways.											—
	Indus Valley	—	—	—	—	—	—	—	—	—	—	501	—
	Punjab Northern	Transferred from Metre Gauge.					—	—	—	—	—	(*w*) 103½	—
	Sind-Pishin (Ruk to Sibi and Pir Chowki).	—	—	—	—	—	—	—	—	—	—	—	—
	Amritsar-Pathánkot	Transferred on the 1st January 1886 from "State Lines worked by Companies."									—	—	—
XI.	Hyderabad-Shadipalli	—	—	—	—	—	—	—	—	—	—	—	—
	Jammu and Kashmir (British Section).	—	—	—	—	—	—	—	—	—	—	—	—
XII.	Oudh and Rohilkhand (State)	Transferred on the 1st January 1889 from "Lines worked by Guaranteed Companies."										—	—
XIII.	Eastern Bengal (State)	Transferred on the 1st July 1884 from "Lines worked by Guaranteed Companies."										—	—
	Calcutta and South-Eastern	28	—	—	—	—	—	—	—	—	—	—	—
XIV.	Bengal Central	Transferred from "Assisted Companies."					—	—	—	—	—	—	—
XV.	Calcutta Port Commissioners'	—	—	—	—	—	—	—	1¼	—	—	2	—
XVI.	East Coast (State)	—	—	—	—	—	—	—	—	—	—	—	—
	Total	28	—	—	—	—	—	18½	24¼	5½	—	786	23

N.B.—This statement has been revised and corrected up to December 1881 from the statement of railways constructed and in progress.

* Correction of mileage.

(*a*) Benares branch transferred to the Oudh and Rohilkhand Railway on the 1st October 1887.
(*b*) Dildárnagr-Gházipur Railway incorporated on the 1st January 1889.
(*c*) Nalháti and Patna-Gya Railways incorporated on the 1st April and the 1st July 1892, respectively.
(*d*) Incorporated with the East Indian Railway on the 1st January 1889.
(*e*) " " " " 1st July 1892.
(*f*) Incorporated with the Eastern Bengal (State) Railway on the 1st July 1884.
(*g*) Including Katni-Umaria branch taken over on the 1st April 1888.
(*h*) Sindia Railway taken over on the 1st March 1889.
(*i*) Incorporated with the Indian Midland Railway on the 1st March 1889.
(*j*) Included with the mileage of the Bombay, Baroda, and Central India Railway from the 1st April 1888.
(*k*) Transferred on the 1st January 1886 to "State lines worked by the State."
(*l*) This line was originally made by the Canal authorities for constructional purposes of the Sirhind Canal. It was handed over to the Sind, Pu Delhi Railway Company for experimental working for one year, from the 1st April 1883. The section from Rupar to Nálagarh, 16 miles, was passenger traffic in July 1883, and the whole line was afterwards abandoned (*i.e.*, on the 6th July 1884).
(*m*) Bezwada-Godávari section of the East Coast (State) Railway.
(*n*) " " East Coast (State) Railway, re-transferred to the State for working from 1st January 1894.

during each CALENDAR YEAR from the commencement.

1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
1,504½	—	2½ *– ¼	2½	—	5½	—	4¾ (a) –6	*¼	(b) –12	—	—	*–¼ (c) 85	3 *½	49¼ *1
12	—	—	—	—	—	—	—	—	(d) –12	—	—	—	—	—
—	—	—	57	—	*¼	—	—	—	—	—	—	(e) –57½	—	—
—	—	—	5¾ *–1	(f) –17¾	—	—	—	—	—	—	—	—	—	—
—	—	—	–3	Closed on the 1st May 1883, owing to the change of terminus from opposite Barh to opposite Mokameh.										—
—	—	—	—	—	—	—	—	(g) 223½	122¾ *1¼	237½ *–½	247	—	*½ 30	*–¾
—	—	—	—	—	—	42	* –½	95	467½ (h) 74¾ *–1¼	—	—	—	—	—
—	8¼	—	—	—	—	—	—	—	(i) –74¾	—	—	—	—	—
—	—	—	—	—	—	—	—	(j) –22½	—	—	—	—	—	—
—	—	11½	—	1½	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	25	90½
—	—	—	—	—	—	—	—	—	—	—	45	—	—	—
—	145¾	—	—	—	—	*–½	—	—	—	—	—	—	—	—
—	—	—	—	65	—	(k) –65	—	—	—	—	—	—	—	—
—	—	—	48	(l) –48	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	21½	—	—	—	(m) 91	(n) –91 –1
1,516½	154	13¾	109½	¾	5¾	–23¼	–1¼	296½	611½	237	292	27½	149¾	48
—	—	—	–57	Transferred on the 1st January 1883 to "State Lines worked by Companies."								—	—	—
—	—	—	—	—	—	37	—	(o) –37	—	—	—	—	—	—
Transferred on the 16th December 1879 to "State Lines worked by Companies."								—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	(p) –46½	—	—	—
—	–145¾	Transferred on the 1st January 1881 to "State Lines worked by Companies."								—	—	—	—	—
—	—	—	—	—	—	(q) 1,765 *–¼	559¼	46¾ (r) –3¼	(s) –¾	1½ *½	*3¾ (t) 8½ (u) –90¼	*5¾ 65½ (v) 66½	—	*2¼
67¾	130	43¼ *8	*–½ 5¼ *–11 *1¾	*½ 26	*½	– 501 – 374½	Amalgamated with the North-Western (State) Railway on the 1st January 1886.							
152	—	—	—	—	—	– 152								
—	—	—	—	—	—	65	*–¼	—	—	—	*1¾	(x) –66½	—	—
—	—	—	—	—	—	—	—	—	—	—	—	59	—	—
—	—	—	—	—	—	—	—	—	—	8½	(y) –8½	—	—	—
—	—	—	—	—	—	—	—	—	692½	—	—	—	48½	56
—	—	—	—	(z) 233½	¼ *1	—	—	¼ (a¹) –4	—	18¼ *–¾	*–¼	—	*¼	*–½
—	—	15	12½	–55½	Amalgamated with the Eastern Bengal (State) Railway on the 1st July 1884.								—	—
—	—	—	—	—	—	125¼	—	*–¼	—	—	—	—	—	—
¼	—	—	—	—	—	—	2¼	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	174½	92 (n) 91 *1 *–4
220	–15¾	66½	–49	204½	1½	964½	561½	2¼	691¾	28	–132½	130	223½	237¾

for 1881 published in March 1882. The figures for subsequent years have been taken from the annual progress statements since published.

(o) Taken over by the Bengal-Nágpur Railway Company on the 1st April 1888.
(p) Transferred on the 1st January 1891 to "State lines worked by Companies," less 1½ miles at Warora retained by the colliery to be used as a siding.
(q) Including 6½ miles, Ganda Singh Bandar to Ferozepore, opened on the 27th April 1885, and the metre gauge line from Lála Músa to Malakwál (45 miles), converted to and opened on the standard gauge on the 10th February 1886.
(r) Gházi Ghát to Dera Gházi Khán, 4 miles, and Chenab west bank to Muzaffarabad, 5 miles, closed to traffic in May 1888.
(s) Darya Khan to Dera Ismail Khan Ferry line dismantled and mileage corrected.
(t) Jammu and Kashmir Railway (British Section) amalgamated on the 1st April 1891.
(u) Portion of old Quetta loop now being reconstructed on a new alignment *viá* the Mushkaf-Bolán route. This does not take into account the high level line between Hirok and Kolpur, 8 miles, which, though inspected and passed for traffic, was never formally opened.
(v) Amritsar-Pathánkot Railway incorporated on the 1st April 1892.
(w) Line from Lahore to Jhelum converted from metre to standard gauge, and opened for traffic on this gauge in October 1878.
(x) Amalgamated with the North-Western (State) Railway on the 1st April 1892.
(y) " " " " 1st April 1891.
(z) Including the late Calcutta and South-Eastern (State) Railway, the Porádaha branch of the Northern Bengal (State) Railway, and the late Eastern Bengal Guaranteed Railway.
(a¹) Due to alterations at Goalundo and minor corrections of mileage.

APPENDIX D.—Progress made in the opening of

Serial No.	Railway.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	Standard Gauge—cont.																		
	Lines worked by Guaranteed Companies.																		
	East Indian	—	37¾	82¾	—	—	19	147	83¾	190½	316¾	55½	171	23½	—	225½	—	—	—
	Eastern Bengal	—	—	—	—	—	—	—	—	—	108	—	4	—	—	—	—	—	—
	Calcutta and South-Eastern	—	—	—	—	—	—	—	—	—	15	13	—	—	—	—	28	Purchased	
	Oudh and Rohilkhand	—	—	—	—	—	—	—	—	—	—	—	—	—	—	42	—	—	—
	Sind, Punjab, and Delhi	—	—	—	—	—	—	—	—	109¾	32	—	—	208	—	53½	—	218	42½
XXII.	Great Indian Peninsula	20½	12¾	16¼	37¾	—	106½	50½	52¾	140¾	57½	60½	32½	116½	121½	29½	21	—	385
XXIII.	Bombay, Baroda, and Central India.	—	—	—	—	—	—	—	35	99	33½	17¾	120¾	—	—	—	1	¾	5
XXIV.	Madras	—	—	—	65	15½	15	—	41	160	150¼	—	122¾	39¼	34¼	—	32½	29¾	76
	South Indian	—	—	—	—	—	—	—	—	48½	33½	—	—	—	44½	16¾	23¼	—	—
	Total	20½	50½	99	102¾	15½	140¼	197¾	212½	748¼	746	146½	451	387¼	200	367½	50	248½	508¼
	Assisted Companies.																		
XXV.	Delhi-Umballa-Kalka	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
XXVI.	Tarkessur	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Bengal Central	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Lines owned by Native States and worked by Companies.																		
XXVII.	Khámgaon	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8
XXVIII.	Amráoti	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
XXIX.	Bhopal-Itársi (Native State Section).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
XXX.	The Nizam's Guaranteed (State)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
XXXI.	The Gaekwar's Petlád	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Rájpura-Pátiála	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
XXXII.	Kolar Gold Fields	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8
	Lines Owned by Native States and worked by State Railway Agency.																		
XXXIII.	Rájpura-Bhátinda	Transferred on the 1st January 1886 from "Lines owned by Native States and worked by Companies."															—	—	
XXXIV.	Jammu and Kashmir (Native State Section).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	The Nizam's Guaranteed State	Transferred on the 1st January 1879 from "Lines owned by Native States and worked by Companies."															—	—	
	Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

N.B.—This statement has been revised and corrected up to December 1881, from the statement of railways constructed and in progress

* Correction of mileage.

(*a*) Taken from the progress statement for 1882.

(*b*) Benares branch, taken over from the East Indian Railway on the 1st October 1887.

(*c*) Campuli branch, closed in 1872 and re-opened in 1879.

(*d*) Pátri branch, now included with the Bombay, Baroda, and Central India Railway.

RAILWAYS during each CALENDAR YEAR from the Commencement—*continued.*

1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
150½	—	—	—	—	—	—	—	1	–150¼	Transferred on the 1st January 1880 to "State lines worked by Companies."											—	—	—
45	—	1¾	—	—	—	—	—	—	—	(a) 1½	—	*–½	–159¾	Transferred on the 1st July 1884 to "State lines worked by the State"									
by the State on the 1st April 1868, and transferred to "State lines worked by the State"														—	—	—	—	—	—	—	—	—	—
—	251½	163	84	3¼	—	—	3	—	—	—	—	1½	47	*–1½ / 13¾	78½	(b)6	½	–692½	Transferred on the 1st January 1889 to "State lines worked by the State"				
—	—	—	—	—	—	—	—	—	—	—	—	25½ / *–2½	*6½ / –½	–692½	Transferred on the 1st January 1886 to the North-Western (State) Railway.								
15¼	12¾ (c) –7½	—	—	—	—	—	—	(c) 7½ / *–½	—	—	—	—	—	—	* ½	—	—	—	—	—	*–1½	—	* ¼
37½	39½	—	16¾	1¾	9	4¾	—	—	—	—	17	—	—	—	—	—	*–½ (d) 22½	—	—	—	—	—	—
48½	—	28	—	—	—	—	—	—	—	—	2¾ / ½	*–⅓	—	—	–2	(e) –32	*–½ 11½	*1¼	—	—	—	—	—
—	—	—	—	(f) –79½	—	—	—	(g) –87½	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
296½	296	192¾	100¾	–74½	9	4¾	3	–79½	–150¼	1½	20¾	23¼	–112¾	18¾	–615½	–26	34	–691½	—	—	–1½	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	162½	*–½	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	22¼	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	20	31½ / * ½	73¾ / *–½	—	–125½	Transferred to "State lines worked by the State."							
—	—	—	—	—	—	—	—	—	—	—	20	32	73¼	22¼	–125½	—	—	—	—	162½	–½	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	*–½	—	—	—	—	—	—	—	—
6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	*–½	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	121	—	—	—	—	–121	Transferred on the 1st January 1879 to "Lines owned by Native States and worked by State Railway Agency."			(h) 121	87 / *–3½		*½	100½ / * ½	23½	2½ / * ½	–2½ / *–½	2½ / * ½	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13¼	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	16	—	–16	Transferred to "Lines owned by Native States and worked by State Railway Agency.							
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10
6	—	—	121	—	—	—	—	–121	—	—	—	—	60	121	66½	½	100¾	23½	16½	–2½	2½	—	10
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16	*–1	* 1	92	*–½	*–1	* ½	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16	—	—	—	—
—	—	—	—	—	—	—	—	121	—	—	—	—	—	–121	Transferred on the 1st January 1885 to "Lines owned by Native States and worked by Companies."								
—	—	—	—	—	—	—	—	121	—	—	—	—	—	–121	16	–1	1	92	15½	—	½	—	—

for 1881 published in March 1882. The figures for subsequent years have been taken from the annual progress statements since published.

(*c*) Bellary branch, purchased by the Southern Mahratta Railway Company on the 1st February 1887.
(*f*) Line from Negapatam to Trichinopoly, converted to metre gauge in June and July 1875.
(*g*) Trichinopoly to Erode converted to metre gauge in July and December 1879.
(*h*) Transferred on the 1st January 1885 from "Lines owned by Native States and worked by State Railway Agency."

APPENDIX D.—PROGRESS made in the OPENING of RAILWAYS

Serial No.	Railway.	1865.	1866.	1867.	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.
	Metre Gauge.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	STATE LINES WORKED BY COMPANIES.											
	Bengal-Nágpur	Transferred on the 9th May 1887 from "State lines worked by the State" (late Nágpur-Chhattisgarh (State)										
XXXVII.	Bengal and North-Western—											
	Tirhoot section	Transferred on 1st July 1890 from "State lines worked by the State."							—	—	—	—
	Company's section	Transferred from "Assisted Companies."					—	—	—	—	—	—
XXXVIII.	Rohilkund and Kumaon (Lucknow-Bareilly section). (*a*)	Transferred from Bareilly-Pilibhit and Lucknow-Sitapur-Seramau Railways.								—	—	—
	Bareilly-Pilibhit	—	—	—	—	—	—	—	—	—	—	—
	Lucknow-Sitapur-Seramau	—	—	—	—	—	—	—	—	—	—	—
XXXIX.	Rajputana-Malwa	Transferred on the 1st January 1885 from "State lines worked by the State."								—	—	—
XL.	Pálanpur-Deesa	—	—	—	—	—	—	—	—	—	—	—
XLI.	Southern Mahratta	Transferred from "Assisted Companies."					—	—	—	—	—	—
XLII.	Guntakal-Mysore Frontier	Transferred from the South Indian Railway.					—	—	—	—	—	—
XLIII.	Southern Mahratta (Mysore Section).	Transferred on the 1st July 1886 from "Lines owned and worked by Native States."								—	—	—
XLIV.	South Indian	Formerly a Guaranteed Railway. Purchased by Government on the 1st January 1891, and transferred to "State										
	Cuddapah-Nellore	—	—	—	—	—	—	—	—	—	—	—
	Villupuram-Guntakal	—	—	—	—	—	—	—	—	—	—	—
	Bellary-Kistna	—	—	—	—	—	—	—	—	—	—	—
XLV.	Máyavaram-Mutupet	—	—	—	—	—	—	—	—	—	—	—
	Total	—	—	—	—	—	—	—	—	—	—	—
	STATE LINES WORKED BY THE STATE.											
	Nágpur-Chhattisgarh	—	—	—	—	—	—	—	—	—	—	—
	Tirhoot	—	—	—	—	—	—	—	—	—	—	43
	Lucknow-Sitapur-Seramau	Transferred on the 1st January 1889 from "State lines worked by Companies."								—	—	—
	Rajputana-Malwa	—	—	—	—	—	—	—	—	92¼	237	108¼
	Punjab Northern	—	—	—	—	—	—	—	—	—	—	62
	North-Western (State)	Transferred from the Punjab Northern (State) Railway.						—	—	—	—	—
	Cawnpore-Achnera	—	—	—	—	—	—	—	—	—	—	—
	Cawnpore-Farukhabad	—	—	—	—	—	—	—	—	—	—	—
	Hathras-Muttrá-Achnera	—	—	—	—	—	—	—	—	—	—	29
	Northern Bengal†	—	—	—	—	—	—	—	—	—	—	—
XLVII.	Eastern Bengal (State)—											
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	Transferred from the Northern Bengal (State) Railway.						—	—	—	—	—
	Dacca Section	—	—	—	—	—	—	—	—	—	—	—
	Burma (State)	—	—	—	—	—	—	—	—	—	—	—
	Toungoo-Mandalay	—	—	—	—	—	—	—	—	—	—	—
	Mu Valley	—	—	—	—	—	—	—	—	—	—	—
	Total	—	—	—	—	—	—	—	—	92¼	237	242¼
	LINE WORKED BY GUARANTEED COMPANY.											
	South Indian	17½	—	—	—	—	—	—	—	—	—	(*m*) 175½

* Correction of mileage.

(*a*) Including the Bareilly-Pilibhit section only up to 1st January 1891, during which time the open length of the Lucknow-Pilibhit Section was worked by the Oudh and Rohilkhand (State) Railway.
(*b*) Including 101½ miles opened during 1885.
(*c*) Including the Bellary branch of the Madras Railway made over to the Southern Mahratta Railway Company on the 1st February 1887.
(*d*) Including the Cuddapah-Nellore Railway.
(*e*) Included with the open mileage of the Southern Mahratta Railway in Appendix E.
(*f*) Alteration of route *viâ* Bajitpur.
(*g*) Transferred to "State lines worked by Companies" on the 1st July 1890.

N.B.—This statement has been revised and corrected up to December 1881 from the statement of railways constructed and in progress

during each CALENDAR YEAR from the Commencement—*continued*.

1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Railway).	—	—	—	—	—	—	—	—	—	—	149	−149	Converted to the standard gauge and Tumsar branch abandoned.					
—	—	—	—	—	—	—	—	—	—	—	—	—	—	323½	15	3½	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	375¼	24¼	14	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	198½	—	23½	9½
—	—	—	—	—	—	—	—	36	—	—	—	—	—	—	−36	Transferred to the Rohilkund and Kumaon (Lucknow-Bareilly Section).		
—	—	—	—	—	—	—	—	—	—	55½	50½	*−1¼	−104¾	(*o*)	—	—	—	—
—	—	—	—	—	—	—	—	—	1,414	{ 253½ * ½ }	—	*−2¾	{ −½ 7½	—	{ 5 −3¼ }	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	17¼	—
—	—	—	—	—	—	—	—	—	(*b*)315¼	163¼	{ (*c*)283 −1 }	92½	{ 1¾ 123 }	66	—	—	—	*−1¼
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	63	56½	—
—	—	—	—	—	—	—	—	—	—	139¾	—	—	156½	−½	{ * ½ 15 }	20	−35¾	—
lines worked by Companies."				—	—	—	—	—	—	—	—	—	—	—	(*d*)901	{ −63 204¼ }	−¼	—
—	—	—	—	—	—	—	—	—	—	—	82¾	−82¾	*See* Villupuram-Guntakal.				—	—
—	—	—	—	—	—	—	—	—	—	—	—	82¾	—	42½	−125¼	*See* footnote (*d*).		—
—	—	—	—	—	—	—	—	—	—	—	(*e*) 88¾	−88¾	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	54
—	—	—	—	—	—	—	—	36	1,729½	612¼	653	−149¾	183¾	807	995¼	241¾	61¼	61½
—	—	—	—	53	45	51	—	—	—	—	−149	Taken over by the Bengal-Nágpur Railway Company on the 9th May 1887.						
—	32	7	—	—	—	—	{ (*f*) −12 123 }	34	*−1¼	20	13½	14	—	(*g*)-273½	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	104½	—	−104¾	*See* footnote (*a*).	—
70½	—	96½ (*h*)	119	108¾	284½	*−¾	{ * 3 89	1¾ 154	} -1,364	Leased to the Bombay, Baroda, and Central India Railway Company from the 1st January 1885.								
41¼	—	−103¾	—	(*i*) 53¾	—	10	{ *−1½ 9½ }	—	* ¼	−72	Transferred to the North-Western (State) Railway on the 1st January 1886.							
—	—	—	—	—	—	—	—	—	—	27½	{ (*j*)-27½ 10 }	—	(*k*) −10	—	—	—	—	—
—	—	—	—	—	—	—	—	239½	{ 14 *−¼ }	−253½	Leased to the Bombay, Baroda, and Central India Railway Company from 1st October 1886.							
—	—	—	—	49½	36¾	—	—	−86	Amalgamated with the Cawnpore-Achnera Railway on the 1st July 1884.									—
—	—	—	—	—	24	(*a*)−1	—	−52										
—	134	85¼	11¼	—	21	13½	{ *−4¾ 9 }	14¼	* −¼	—	−285¾	Amalgamated with the Eastern Bengal (State) Railway on the 1st July 1887.						
—	—	—	—	—	—	—	—	—	—	—	324½	31	{ 74 * ½ }	—	{ *−1 14½ }	35½	—	* ½
—	—	—	—	—	—	—	—	—	85¼	* ½	—	—	—	—	—	—	—	—
—	161	—	—	(*l*) 6	—	—	—	93	73	—	—	—	—	3	*2½	100	{ 13 *−½	15½ *−½
—	—	—	—	—	—	—	—	—	—	—	—	108¼	111¾	—	59			
111¾	327	85½	130½	270¾	413¾	72¾	215¼	398½	−1,092¾	−277½	−114½	153¾	280¾	−270¼	−30	135½	12½	15½
192¾	125½	12¾	(*n*)108	13¾	8	¼	* 1	—	—	—	—	*−½	* ½	—	−651½	Purchased by Government on the 1st January 1891.		

(*h*) Line from Lahore to Jhelum converted to standard gauge, and opened to traffic on that gauge in October 1878.
(*i*) Salt branch, Lála Músa to Miani.
(*j*) Superseded by the standard gauge line from Lála Músa to Bhera; 10 miles, Miani to Khewra, abandoned.
(*k*) Metre gauge line Hirók to Kolpur abandoned.
(*l*) Suburban lines added. *See* Administration Report, Part II. of 1890-91.
(*m*) Including the line from Negapatam to Trichinopoly (79¼ miles) converted from standard to metre gauge in June and July 1875.
(*n*) Including the line from Trichinopoly to Erode (87¼ miles) converted from standard to metre gauge in July and December 1879.
(*o*) Transferred on the 1st January 1889 to "State Lines worked by the State."

† Including the Kaunia-Dharlla (2′ 6″ gauge) branch.

for 1881, published in March 1882. The figures for subsequent years have been taken from the annual progress statements since published.

APPENDIX D.—PROGRESS made in the OPENING OF

Serial Number.	Railway.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.	1871.	1872.	1873.	1874.
	Metre Gauge.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	ASSISTED COMPANIES.												
	Bengal and North-Western	—	—	—	—	—	—	—	—	—	—	—	—
LI.	Deoghur	—	—	—	—	—	—	—	—	—	—	—	—
LII.	Rohilkund and Kumaon (Company's Section).	—	—	—	—	—	—	—	—	—	—	—	—
LIII.	Bengal Dooars	—	—	—	—	—	—	—	—	—	—	—	—
LIV.	Dibru-Sadiya	—	—	—	—	—	—	—	—	—	—	—	—
	Southern Mahratta	—	—	—	—	—	—	—	—	—	—	—	—
	Total	—	—	—	—	—	—	—	—	—	—	—	—
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.												
LVII.	The Gaekwar's Mehsána	—	—	—	—	—	—	—	—	—	—	—	—
LVIII.	Kolhápur	—	—	—	—	—	—	—	—	—	—	—	—
LVIX.	Yesvantpur-Mysore Frontier	—	—	—	—	—	—	—	—	—	—	—	—
LX.	Mysore-Nanjangúd	—	—	—	—	—	—	—	—	—	—	—	—
	Total	—	—	—	—	—	—	—	—	—	—	—	—
	LINES OWNED AND WORKED BY NATIVE STATES.												
LXI.	Jodhpore-Bickaneer—												
	Jodhpore Section	—	—	—	—	—	—	—	—	—	—	—	—
	Bickaneer Section	—	—	—	—	—	—	—	—	—	—	—	—
LXII.	Bhávnagar - Gondal - Junágarh-Porbandar.	—	—	—	—	—	—	—	—	—	—	—	—
	Mysore	—	—	—	—	—	—	—	—	—	—	—	—
LXIII.	Jétalsar-Rájkot	—	—	—	—	—	—	—	—	—	—	—	—
	Total	—	—	—	—	—	—	—	—	—	—	—	—
	FOREIGN LINES.												
LXVI.	West of India Portuguese	—	—	—	—	—	—	—	—	—	—	—	—
LXVII.	Pondicherry	—	—	—	—	—	—	—	—	—	—	—	—
	Total	—	—	—	—	—	—	—	—	—	—	—	—
	Special Gauges.												
	STATE LINES WORKED BY THE STATE.												
	Nalháti (4′ 0″)	Transferred on the 31st March 1872 from "Lines worked by Guaranteed Companies."									27½	—	—
	Cherra-Companyganj (2′ 6″)	—	—	—	—	—	—	—	—	—	—	—	—
LXVIII.	Jorhát (2′ 0″)	—	—	—	—	—	—	—	—	—	—	—	—
	Total	—	—	—	—	—	—	—	—	—	27½	—	—
	LINE WORKED BY GUARANTEED COMPANY.												
	Nalháti (4′ 0″)	27½	—	—	—	—	—	—	—	—	—27½	Purchased by	
	ASSISTED COMPANIES.												
LXIX.	Darjeeling-Himalayan (2′ 0″)	—	—	—	—	—	—	—	—	—	—	—	—
	Thatón-Duyinzáik (2′ 6″)	—	—	—	—	—	—	—	—	—	—	—	—
	Total	—	—	—	—	—	—	—	—	—	—	—	—
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.												
LXX.	The Gaekwar's Dabhoi 2′ 6″	—	—	—	—	—	—	—	—	—	—	20	—
	LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.												
LXXII.	Cooch Behar (2′ 6″)	—	—	—	—	—	—	—	—	—	—	—	—
	LINE OWNED AND WORKED BY NATIVE STATE.												
LXXIII.	Morvi (2′ 6″)	—	—	—	—	—	—	—	—	—	—	—	—
	Total	—	—	—	—	—	—	—	—	—	—	—	—

* Correction of mileage.
(*a*) Incorporated with the East Indian Railway from 1st April 1892.

N B.—This statement has been revised and corrected up to December 1881 from the statement of railways constructed and in progress

RAILWAYS during each CALENDAR YEAR from the Commencement—*continued.*

1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
—	—	—	—	—	—	—	—	—	74½	228½	73½	—	—	*−½	−375½	—	—	—	—
—	—	—	—	—	—	—	4	1½	—	−1½	½	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	54½	—	—	—	—	—	—	*−½	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32½	4½
—	—	—	—	—	—	—	15	23½	31	8	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	214	−214	Transferred to "State Lines worked by Companies."							—	—
—	—	—	—	—	—	—	19	25	374	21	74	—	—	−½	−375½	−½	—	32½	4½
—	—	—	—	—	—	—	—	—	—	—	—	20½	*−½ 7½	—	—	65	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	29	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	51½	*−½
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15½	—
—	—	—	—	—	—	—	—	—	—	—	—	20½	7	—	—	94	—	66½	−½
—	—	—	—	—	—	—	18½	—	25 * ½	20	—	59½	—	—	—	123½	73	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	48½			
—	—	—	—	—	105	87½	—	* ½	—	* ½	—	—	15½ *−½	* ½ 122½	1½	—	—	* ½	* ½
—	—	—	—	—	—	58	28	1	54 *−1	—	−139½ *−½	Transferred on the 1st July 1886 to "State Lines worked by Companies."							
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	46½	—
—	—	—	—	—	105	145½	46½	1½	78½	20½	−140	59½	15½	123½	1½	167½	73	46½	½
—	—	—	—	—	—	—	—	—	—	—	—	41	10	—	—	—	—	—	—
—	—	—	—	7½	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	7½	—	—	—	—	—	—	—	41	10	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	(a) −27½	—	—
—	—	—	—	—	—	—	—	—	—	—	7½	—	—	—	—	* ½	(b) −8	—	—
—	—	—	—	—	—	—	—	—	12½	4 12½	*−2½	1½ *2½	—	(c) *−3½ 3½	—	—	*−½	*−½	—
—	—	—	—	—	—	—	—	—	12½	16½	5	4	—	−2½	—	½	−35½	−½	—
the State on the 31st March 1872, and transferred to "State Lines worked by the State."											—	—	—	—	—	—	—	—	—
—	—	—	—	—	30	18½	* 1½	—	* 1	—	* ½ −½	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	8	—	—	—	—	—	—	(b) −8	—	—
—	—	—	—	—	30	18½	1½	—	1	8	—	—	—	—	—	—	−8	—	—
—	—	—	—	20½	17	3	—	*−1½	—	—	—	—	—	—	13	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	22½	—
—	—	—	—	—	—	—	—	—	—	—	51	17	—	—	* ½ 25½	—	—	—	½
—	—	—	—	—	—	—	—	—	—	—	51	17	—	—	25½	—	—	—	½

(*b*) Now treated as a steam tramway.
(*c*) Baraghop river siding temporarily closed.

for 1881, published in March 1882. The figures for subsequent years have been taken from the annual progress statements since published.

APPENDIX D.—Abstract of Additions made to Open Mileage

Years.	Standard Gauge.						Metre Gauge.				
	State Lines worked by Companies.	State Lines worked by the State.	Lines worked by Guaranteed Companies.	Assisted Companies.	Lines owned by Native States and worked by Companies.	Lines owned by Native States and worked by State Railway Agency.	State Lines worked by Companies.	State Lines worked by the State.	Lines worked by Guaranteed Company.	Assisted Companies.	Lines owned by Native States and worked by Companies.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
1853	—	—	20½	—	—	—	—	—	—	—	—
1854	—	—	50½	—	—	—	—	—	—	—	—
1855	—	—	99	—	—	—	—	—	—	—	—
1856	—	—	102⅝	—	—	—	—	—	—	—	—
1857	—	—	15⅓	—	—	—	—	—	—	—	—
1858	—	—	140¼	—	—	—	—	—	—	—	—
1859	—	—	197¾	—	—	—	—	—	—	—	—
1860	—	—	212⅓	—	—	—	—	—	—	—	—
1861	—	—	748¼	—	—	—	—	—	—	—	—
1862	—	—	746	—	—	—	—	—	—	—	—
1863	—	—	146½	—	—	—	—	—	—	—	—
1864	—	—	451	—	—	—	—	—	—	—	—
1865	—	—	387¼	—	—	—	—	—	17½	—	—
1866	—	—	200	—	—	—	—	—	—	—	—
1867	—	—	367¼	—	—	—	—	—	—	—	—
1868	—	28	50	—	—	—	—	—	—	—	—
1869	—	—	248½	—	—	—	—	—	—	—	—
1870	—	—	508¼	—	8	—	—	—	—	—	—
1871	—	—	296¼	—	6	—	—	—	—	—	—
1872	—	—	296	—	—	—	—	—	—	—	—
1873	22½	—	192¾	—	—	—	—	92¼	—	—	—
1874	—	18½	100¾	—	121	—	—	237	—	—	—
1875	—	24¼	−74¼	—	—	—	—	242½	175¼	—	—
1876	—	5⅓	9	—	—	—	—	111¾	192¾	—	—
1877	3	—	4¾	—	—	—	—	327	125¼	—	—
1878	18	786	3	—	—	—	—	85½	12¾	—	—
1879	66½	23	−79¼	—	−121	121	—	130¼	108	—	—
1880	1,516¼	220	−1,504¼	—	—	—	—	270¾	13¾	—	—
1881	154	−15¾	1¼	—	—	—	—	413¼	8	—	—
1882	13¾	66¼	20¼	20	—	—	—	72¾	¼	19	—
1883	109¼	−49	23¾	32	—	—	—	215¾	1	25	—
1884	¾	204½	−112⅝	73¼	60	—	36	398½	—	374	—
1885	5¾	1½	18¼	22¼	121	−121	1,729½	−1,192⅝	—	21	—
1886	−23¼	964½	−615⅝	−125¼	66½	16	612¼	−277½	—	74	—
1887	−1¾	561½	−26	—	½	−1	653	−114½	—	—	20¾
1888	296¼	2½	34	—	100⅝	1	−149¼	153¼	−¼	—	7
1889	611½	691¾	−691¼	—	23½	92	183¾	280¾	¼	−½	—
1890	237	28	—	—	16¼	15¾	807	−270¼	—	−375¾	—
1891	292	−132½	—	162¼	−2½	—	995½	−30	−654½	−½	94
1892	27½	130	−1½	−¾	2¾	¼	241¾	135½	—	—	—
1893	149¾	223¼	—	—	—	—	61¼	12½	—	32¼	66¾
1894	48	237¾	¼	—	10	—	61½	15½	—	4½	−¼

N.B.—This statement has been revised so as to include corrections of mileage due to transfers from one gauge or class
For details, see pages 228 to 235. The dates of opening of the various sections

during each CALENDAR YEAR from the commencement—*concluded.*

METRE GAUGE.		SPECIAL GAUGES.						TOTAL OF ALL CLASSES.			
Lines owned and worked by Native States.	Foreign Lines.	State Lines worked by the State.	Line worked by Guaranteed Company.	Assisted Companies.	Line owned by Native State and worked by Company.	Line owned by Native State and worked by State Railway Agency	Line owned and worked by Native State.	Standard Gauge.	Metre Gauge.	Special Gauges.	Grand Total.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
—	—	—	—	—	—	—	—	20½	—	—	20½
—	—	—	—	—	—	—	—	50½	—	—	50½
—	—	—	—	—	—	—	—	99	—	—	99
—	—	—	—	—	—	—	—	102¾	—	—	102¾
—	—	—	—	—	—	—	—	15½	—	—	15½
—	—	—	—	—	—	—	—	140¼	—	—	140¼
—	—	—	—	—	—	—	—	197¾	—	—	197¾
—	—	—	—	—	—	—	—	212½	—	—	212½
—	—	—	—	—	—	—	—	748¼	—	—	748¼
—	—	—	—	—	—	—	—	746	—	—	746
—	—	—	27¼	—	—	—	—	146½	—	27¼	173¾
—	—	—	—	—	—	—	—	451	—	—	451
—	—	—	—	—	—	—	—	387¼	17½	—	404¾
—	—	—	—	—	—	—	—	200	—	—	200
—	—	—	—	—	—	—	—	367¼	—	—	367¼
—	—	—	—	—	—	—	—	78	—	—	78
—	—	—	—	—	—	—	—	248½	—	—	248½
—	—	—	—	—	—	—	—	516¼	—	—	516¼
—	—	—	—	—	—	—	—	302¼	—	—	302¼
—	—	27¼	−27¼	—	—	—	—	296	—	—	296
—	—	—	—	—	20	—	—	215¼	92¼	20	327½
—	—	—	—	—	—	—	—	240¼	237	—	477¼
—	—	—	—	—	—	—	—	50	417¾	—	367¾
—	—	—	—	—	—	—	—	14½	304½	—	319
—	—	—	—	—	—	—	—	7¾	452¼	—	460
—	—	—	—	—	—	—	—	802	98¼	—	900¼
—	7¾	—	—	—	20¼	—	—	10¼	246	20¼	276½
105	—	—	—	30	17	—	—	232	389½	47	668½
145½	—	—	—	18¾	3	—	—	139½	566¾	21¾	728
46½	—	—	—	1¼	—	—	—	120¼	138½	1¼	260
1½	—	—	—	—	−1½	—	—	116	243¼	−1½	357¾
78½	—	12½	—	1	—	—	—	225¾	887	13½	1,126¼
20¼	—	16¾	—	8	—	—	—	47¾	577¾	24¾	650¼
−140	—	5	—	—	—	—	51	282¾	268¾	56	607½
59¾	41	4	—	—	—	—	17	533	660	21	1,214
15½	10	—	—	—	—	—	—	434½	36¼	—	470¾
123½	—	−2¼	—	—	—	—	25¾	727½	587¾	−2¼	1,313
1¼	—	—	—	—	13	—	—	297	162¼	38¾	498
167¼	—	½	—	—	—	—	—	319¼	571½	½	891¼
73	—	−35½	—	−8	—	—	—	158	450¼	−43½	564¾
46½	—	−¼	—	—	—	22¼	—	373	219¼	22	614¼
¼	—	—	—	—	—	—	½	296	81¼	½	377¾

to another and to show reductions caused by the exclusion of lines which have been removed from the list of railways.
will be found in Appendix D. Part II., of the Administration Reports.

APPENDIX E.—LENGTH of RAILWAYS open for PUBLIC TRAFFIC at the

Serial Number.	Railway.	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878	1879.	1880.
	Standard Gauge.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles	Miles.
	STATE LINES WORKED BY COMPANIES.													
I.	East Indian	Transferred on the 1st January 1880 from "Lines worked by guarantee Companies."										—	—	1,504½
	Dildárnagar-Gházipur	—	—	—	—	—	—	—	—	—	—	—	—	12
	Patna-Gya	Transferred on the 1st January 1883 from "State lines worked by the State."										—	—	—
	Northern Bengal	—	—	—	—	—	—	—	—	—	—	13	13	13
	Tirhoot	—	—	—	—	—	—	—	—	—	3	3	3	3
II.	Bengal-Nágpur	Transferred on the 27th November 1888 from "State lines worked by Companies" (late Nágpur-Chhattisgarh												
III.	Indian Midland	—	—	—	—	—	—	—	—	—	—	—	—	—
	Sindia	Transferred on the 16th December 1879 from "State lines worked by the State."										—	66½	66½
	Pátri	—	—	—	—	—	22½	22½	22½	22½	22½	22½	22½	22½
IV.	Bhopal-Itársi (British Section)	—	—	—	—	—	—	—	—	—	—	—	—	—
V.	Godhra-Ratlam	—	—	—	—	—	—	—	—	—	—	—	—	—
VI.	Wardha Coal	Transferred on the 1st January 1891 from "State lines worked by the State."										—	—	—
VII.	Dhond-Manmád	Transferred on the 1st January 1881 from "State lines worked by the State."										—	—	—
	Amritsar-Pathánkot	—	—	—	—	—	—	—	—	—	—	—	—	—
	Rupar-Nálagarh	—	—	—	—	—	—	—	—	—	—	—	—	—
	Bezwáda Extension	—	—	—	—	—	—	—	—	—	—	—	—	—
	Total	—	—	—	—	—	22½	22½	22½	22½	25½	38½	105	1,621½
	STATE LINES WORKED BY THE STATE.													
	Patna-Gya	—	—	—	—	—	—	—	—	—	—	—	57	57
	Katni-Umaria	—	—	—	—	—	—	—	—	—	—	—	—	—
	Sindia	—	—	—	—	—	—	—	—	—	—	34	Transferred on	
	Wardha Coal	—	—	—	—	—	—	18½	(*i*) 18½ 22½	(*j*) 18½ 28	46½	46½	46½	46½
	Dhond-Manmád	—	—	—	—	—	—	—	—	—	—	145½	145½	145½
X.	North-Western (State)	Late Sind, Punjab and Delhi, Indus Valley, Punjab Northern, and Sind-Pishin Railways.											—	—
	Indus Valley	—	—	—	—	—	—	—	—	—	—	501	501	501
	Punjab Northern	Transferred from metre gauge in October 1878.						—	—	—	—	103½	103½	171
	Sind-Pishin (Ruk to Sibi and Pir Chowki.)	—	—	—	—	—	—	—	—	—	—	—	—	152
	Amritsar-Pathánkot	Transferred on the 1st January 1886 from "State lines worked by Companies."										—	—	—
XI.	Hyderabad-Shadipalli	—	—	—	—	—	—	—	—	—	—	—	—	—
	Jammu and Kashmir (British Section).	—	—	—	—	—	—	—	—	—	—	—	—	—
XII.	Oudh and Rohilkhand (State)	Transferred on the 1st January 1889 from "Lines worked by guaranteed Companies."											—	—
XIII.	Eastern Bengal (State)	Transferred on the 1st July 1884 from "Lines worked by guaranteed Companies."											—	—
	Calcutta and South-Eastern (P)	28	28	28	28	28	28	28	28	28	28	28	28	28
XIV.	Bengal Central	Transferred from "Assisted Companies."						—	—	—	—	—	—	—
XV.	Calcutta Port Commissioners'	—	—	—	—	—	—	—	1¾	1¾	1¾	3¾	3¾	4
XVI.	East Coast (State)	—	—	—	—	—	—	—	—	—	—	—	—	—
	Total	28	28	28	28	28	28	46½	70¾	76½	76¼	862¼	885¾	1,105¾

(*a*) Excluding the Benares branch transferred to the Oudh and Rohilkhand Railway on the 1st October 1887.
(*b*) Including the Dildárnagar-Gházipur Railway incorporated on the 1st January 1889.
(*c*) Including the late Nalhati and the Patna-Gya Railways incorporated on the 1st April and the 1st July 1892 respectively.
(*d*) Incorporated with the East Indian Railway on the 1st July 1892.
(*e*) Excluding 3¾ miles, Dowhali to Tumsar, abandoned on the conversion of this line to the standard gauge, but including the Katni-Umaria branch taken over on the 1st April 1888.
(*f*) Including the Sindia Railway taken over on the 1st March 1889.
(*g*) Excluding 1¾ miles at Warora retained by the colliery as a siding on the transfer of this railway.
(*h*) Including the Bezwada-Godávari Section of the East Coast (State) Railway.
(*i*) Excluding the Bezwada-Godávari Section of the East Coast (State) Railway re-transferred from the 1st January 1894 to "State Lines worked by the State." See Serial No. XVI.
(*j*) Open for coal traffic only.

N.B.—This statement has been corrected up to December 1881 from the statement of railways constructed and in progress published in 1882. mileage. For details of mileage opened

end of each CALENDAR YEAR from the Commencement.

1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
1,504½	1,506½	1,509	1,509	1,514½	1,514½	(a) 1,513½	1,513½	(b) 1,525½	1,525½	1,525½	(c) 1,610½	1,613½	1,664
12	12	12	12	12	12	12	12	Incorporated with the East Indian Railway on the 1st January 1889.					
—	—	57	57	57½	57½	57½	57½	57½	57½	57½	(d)	—	—
13	13	17½	Incorporated with the Eastern Bengal (State) Railway on the 1st July 1884.								—	—	
3	3	Closed on the 1st May 1883 owing to the change of terminus from opposite Barh to opposite Mokameh.										—	—
metre gauge (State) Line).			—	—	—	—	(e) 223½	347½	584½	831½	831½	861½	861
—	—	—	—	—	42	41½	136½	(f) 677½	677½	677½	677½	677½	677½
74½	74½	74½	74½	74½	74½	74½	74½	Incorporated with the Indian Midland Railway on the 1st March 1889.					
22½	22½	22½	22½	22½	22½	22½	Included with the mileage of the Bombay, Baroda, and Central India Railway from the 1st April 1888.						
—	11½	11½	13	13	13	13	13	13	13	13	13	13	13
—	—	—	—	—	—	—	—	—	—	—	—	25	115½
—	—	—	—	—	—	—	—	—	—	(g) 45	45	45	45
145½	145½	145½	145½	145½	145½	145½	145½	145½	145½	145½	145½	145½	145½
—	—	—	65	65	Transferred on the 1st January 1886 to "State lines worked by the State."							—	—
—	—	48	Closed on the 6th July 1884.				—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	21½	21½	21½	21½	(h) 112½	(i) 20½
1,775½	1,789	1,898½	1,899	1,904½	1,881½	1,879½	2,176	2,787½	3,024½	3,316½	3,344	3,493½	3,541½
57	57	Transferred on the 1st January 1883 to "State lines worked by Companies."									—	—	—
—	—	—	—	—	37	37	Taken over by the Bengal-Nágpur Railway Company on the 1st April 1888.						
the 16th December 1879 to "State lines worked by Companies."						—	—	—	—	—	—	—	—
46½	46½	46½	46½	46½	46½	46½	46½	46½	46½	Transferred on the 1st January 1891 to "State lines worked by Companies."			
Transferred on the 1st January 1881 to "State lines worked by Companies."						—	—	—	—	—	—	—	—
—	—	—	—	—	1,764½	2,324	2,367½	2,366½	2,368½	(k) 2,289½	(l) 2,427½	2,427½	2,429½
501	501	501	501	501	Amalgamated with the North-Western (State) Railway on the 1st January 1886								
301	352½	348½	374½	374½							—	—	
152	152	152	152	152									
—	—	—	—	—	65	64½	64½	64½	64½	66½	(m)	—	—
—	—	—	—	—	—	—	—	—	—	—	59	59	59
—	—	—	—	—	—	—	—	—	—	8½	(n)	—	—
—	—	—	—	—	—	—	—	692½	692½	692½	692½	741	796½
—	—	—	(o) 233½	234½	234½	234½	231	231	249	248½	248½	248½	248½
28	43	55½	Incorporated with the Eastern Bengal (State) Railway on the 1st July 1884.								—	—	—
—	—	—	—	—	125½	125½	125	125	125	125	125	125	125
4	4	4	4	4	4	6½	6½	6½	6½	6½	6½	6½	6½
—	—	—	—	—	—	—	—	—	—	—	—	(q) 174½	(r) 354½
1,089½	1,155½	1,106½	1,311½	1,312½	2,277½	2,838½	2,841	3,552½	3,560½	3,428½	3,559½	3,781½	4,019½

(k) Including the Jammu and Kashmir Railway (British Section) from the 1st April 1891 but excluding portion of the old Quetta loop, 90½ miles, under reconstruction.
(l) Including the Amritsar-Pathánkot Railway from the 1st April 1892, and 6 miles of military line not used for public traffic.
(m) Incorporated with the North-Western (State) Railway on the 1st April 1892.
(n) Amalgamated with the North-Western (State) Railway on the 1st April 1891.
(o) Including the Northern Bengal, standard gauge line (Porádaha branch) the Calcutta and South-Eastern State Railway, and the late Eastern Bengal guaranteed Railway.
(p) Transferred on the 1st April 1868 from "Lines worked by Guaranteed Companies." On its purchase by Government and up to 30th June 1868, the line was worked under direct State control with the staff (the agent excepted) of the late Guaranteed Railway Company. The management was then handed over to the agent and officers of the Eastern Bengal Guaranteed Railway Company who were directly responsible to Government. This arrangement continued to the end of January 1870, when the line was re-transferred to direct State control.
(q) Excluding the Bezwada-Godávari Section. *Vide* note (h).
(r) Including the Bezwada-Godavari Section. *Vide* note (i).

The figures for subsequent years have been corrected from the annual progress statements since published, and include differences due to minor corrections of year by year, see Appendix D.

APPENDIX E.—LENGTH of RAILWAYS open for PUBLIC

Serial Number.	Railway.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861	1862.	1863.	1864.	1865.	186	1867.	1868.	1869.	1870.	1871.
	Standard Gauge.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	LINES WORKED BY GUARANTEED COMPANIES.																			
	East Indian	—	37¼	120½	120½	120½	139½	286½	370¼	560¾	877½	933	1,104	1,127½	1,127½	1,353	1,353	1,353	1,353	1,503½
	Eastern Bengal	—	—	—	—	—	—	—	—	—	108	108	112	112	112	112	112	112	112	157
	Calcutta and South-Eastern	—	—	—	—	—	—	—	—	—	15	28	28	28	28	28	Purchased by the			State
	Oudh and Rohilkhand	—	—	—	—	—	—	—	—	—	—	—	—	—	—	42	42	42	42	42
	Sind, Punjab, and Delhi	—	—	—	—	—	—	—	—	109½	141½	141½	141½	349½	349½	403¼ (e)	403½	621½	663½	663½
XXII.	Great Indian Peninsula (d)	20½	33¼	49½	87½	87½	193½	244½	297	437½	495	555½	587½	704	825½	854½	875½	875½	1,260½	1,276
XXIII.	Bombay, Baroda, and Central India.	—	—	—	—	—	—	—	35	134	167½	185	305½	305½	305½	305½	306½	307½	312½	349½
XXIV.	Madras	—	—	—	65	80½	95½	95½	136½	296½	446½	446½	569½	609	643½	643½	675½	705½	781½	830
	South Indian	—	—	—	—	—	—	—	—	48½	81½	81½	81½	81½	126½	143	166½	166½	166½	166½
	Total	20½	71	170	272½	288½	428½	626½	838½	1,587	2,333	2,479½	2,930½	3,317½	3,517½	3,885	3,985	4,183½	4,691½	4,988
	ASSISTED COMPANIES.																			
	Delhi-Umballa-Kalka	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
XXV.	Tárkessur	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
XXVI.	Bengal Central	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.																			
XXVII.	Khámgaon	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	8
XXVIII.	Amráoti	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6
XXIX.	Bhopal-Itársi (Native State Section).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
XXX.	The Nizam's Guaranteed State	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
XXXI.	The Gaekwar's Petlad	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
XXXII.	Rájpura-Patiala	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Kolar Goldfields	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	14
	LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.																			
XXXIII.	Rájpura-Bhátinda	Transferred on the 1st January 1886 from "Lines owned by Native States and worked by Companies."														—	—	—		
XXXIV.	Jammu and Kashmir (Native State Section).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	The Nizam's Guaranteed State	Transferred on the 1st January 1879 from "Line owned by Native States and worked by Companies."															—	—	—	
	Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	TOTAL STANDARD GAUGE*	20½	71	170	272½	288½	428½	626½	838½	1,587	2,333	2,479½	2,930½	3,317½	3,517½	3,885	3,963	4,211½	4,727	5,030

(a) Kooshtea branch reduced from 4 miles to 3¾ miles owing to part of it having become a siding since the construction of the Kooshtea loop line.
(b) Including the Benares branch taken over from the East Indian Railway on the 1st October 1887.
(c) Excluding the Sher Shah Section opened in 1863 and abandoned in favour of a branch to Rajghat.
(d) Excluding the Mahim Road branch (1½ miles), which was opened to traffic on the 18th April 1853, and closed on the 1st June 1860.
(e) Additional length caused by the re-opening of the Khopoli branch, after closure since 1872.
N.B.—This statement has been corrected up to December 1881 from the statement of railways constructed and in progress published in 1882. The figures

For details of mileage opened

TRAFFIC at the end of each CALENDAR YEAR from the Commencement—*continued.*

1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
1,503¼	1,503¼	1,503¼	1,503¼	1,503¼	1,503¼	1,503¼	1,504¼	Acquired by the State on the 1st January 1880. See "State Lines worked by Companies."												—	—	—
157	158¾	158¾	158¾	158¾	158¾	158¾	158¾	158¾	160	160	(a)159¾	Acquired by the State on the 1st July 1884, and transferred to "State Lines worked by the State."										
on the 1st April 1868, and transferred to "State lines worked by the State."												—	—	—	—	—	—	—	—	—	—	—
293½	456½	540½	543¾	543¾	543¾	546¼	546¾	546¾	546¾	546¾	548¼	595½	607½	686	(b) 692	692½	Purchased by the State on the 1st January 1889. *See* "State lines worked by the State."					
663½	663½	663½	663½	663½	663½	663½	663¾	663½	663½	663½	686¾	686½	692½	Acquired by the State on the 1st January 1886 and absorbed into the North-Western (State) Railway system.								
1,281	1,281	1,281	1,281	1,281	1,281	1,281	(e) 1,288	1,288	1,288	1,288	1,288	1,288	1,288	1,288½	1,288¼	1,288¼	1,288¼	1,288½	1,288¼	1,286¾	1,286¾	1,287
389½	389¼	406	407½	416¾	421½	421½	421½	421½	421½	438½	438½	438½	438½	438½	438½	(c) 460¾	460¾	460¾	460¾	460¼	460¾	460¾
830	858	858	858	858	858	858	858	858	858	861½	860¾	860¾	860¾	858¾	(g) 826¾	838	839¼	839½	839½	839½	839½	839½
166½	166½	166½	87½	87½	87½	87½	Converted to metre gauge partly in 1875 and partly in 1879.					—	—	—	—	—	—	—	—	—	—	—
5,284	5,476¼	5,577½	5,503¼	5,512½	5,517	5,520	5,440¾	3,936½	3,937½	3,958	3,981¾	3,869	3,887½	3,271½	3,245½	3,279½	2,588¾	2,588¾	2,588¼	2,586¼	2,586¾	2,587
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	162¼	161½	161½	161½
—	—	—	—	—	—	—	—	—	—	—	—	—	22¼	22½	22¼	22¼	22¼	22¼	22¼	22¼	22¼	22¼
—	—	—	—	—	—	—	—	—	—	20	52	125¼	125¼	Transferred to "State lines worked by theState."					—	—	—	
—	—	—	—	—	—	—	—	—	—	20	52	125½	147½	22½	22¼	22¼	22¼	22¼	184½	183¾	183¾	183¾
8	8	8	8	8	8	8	8	8	8	8	8	8	8	7½	7½	7½	7½	7½	7½	7½	7½	7½
6	6	6	6	6	6	6	6	6	6	6	6	6		5½	5½	5½	5½	5½	5½	5½	5½	5½
—	—	—	—	—	—	—	—	—	—	—	—	44	44	44	44	44	44	44	44	44	44	44
—	—	121	121	121	121	121	—	—	—	—	—	—	(h) 121	(i) 204½	205	305¾	305¾	(j) 332¾	(k) 329¾	(j) 332½	332½	332½
Transferred on the 1st January 1879 to "Lines owned by Native States and worked by State Railway Agency."																						
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13¼	13¼	13¼	3¼	13¼
—	—	—	—	—	—	—	—	—	—	—	—	16	16	Transferred on the 1st January 1886 to "Lines owned by Native States and worked by State Railway Agency."								
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10
14	14	135	135	135	135	135	14	14	14	14	14	74	195	261½	262	362¾	386½	402½	400	402½	402¼	412½
—	—	—	—	—	—	—	—	—	—	—	—	—	—	16	15	16	108	107¾	107¾	108	108	108
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16	16	16	16	16
—	—	—	—	—	—	—	121	121	121	121	121	121	Transferred on the 1st January 1885 to "Lines owned by Native States and worked by Companies."									
—	—	—	—	—	—	—	121	121	121	121	121	121	—	16	15	16	108	123¾	123¾	124	124	124
5,326	5,541½	5,781½	5,731¼	5,746	5,753¾	6,555¾	6,566	6,798	6,937½	7,057¾	7,173¾	7,399½	7,447¼	7,730	8,263	8,697½	9,425	9,722	10,041½	10,199½	10,572¼	10863¾

(*f*) Including the Patri branch now treated as part of the Bombay, Baroda, and Central India Railway.
(*g*) The Bellary branch (Guntakal to Bellary) was purchased by and handed over to the Southern Mahratta Railway Company on the 1st February 1887.
(*h*) Transferred on the 1st January 1885 from "Lines owned by Native States and worked by State Railway Agency."
(*i*) Excluding 3½ miles which were formerly counted twice over.
(*j*) Including Trimulgherry troop siding previously omitted.
(*k*) Excluding Trimulgherry troop siding.
for subsequent years have been corrected from the annual progress statements since published, and include differences due to minor corrections of mileage year by year, see Appendix D.
* The figures in this line give the total of all railways up to 1862, inclusive.

APPENDIX E.—LENGTH of RAILWAYS open for PUBLIC TRAFFIC at the

Serial Number.	Railway.	1865.	1866.	1867.	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.
	Metre Gauge.													
	STATE LINES WORKED BY COMPANIES.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	Bengal-Nágpur	Transferred on the 9th May 1887 from "State lines worked by the State" (late Nágpur-Chhattisguarh Railway).												
XXXVII.	Bengal and North-Western (*a*)—													
	Tirhoot section	Transferred on the 1st July 1890 from "State lines worked by the State"									—	—	—	—
	Company's section	Transferred from "Assisted Companies."						—	—	—	—	—	—	—
XXXVIII.	Rohilkhund and Kumaon (Lucknow-Bareilly Section.	Includes the Bareilly-Pilibhit and the Lucknow-Sitapur-Seramau Railways.									—	—	—	—
	Bareilly-Pilibhit	—	—	—	—	—	—	—	—	—	—	—	—	—
	Lucknow-Sitapur-Séramau	—	—	—	—	—	—	—	—	—	—	—	—	—
XXXIX.	Rajputana-Malwa	Leased to the Bombay, Baroda and Central India Railway Company from the 1st January 1885.											—	—
XL.	Pálanpur-Deesa	—	—	—	—	—	—	—	—	—	—	—	—	—
XLI.	Southern Mahratta	Transferred from "Assisted Companies."						—	—	—	—	—	—	—
XLII.	Guntakal-Mysore Frontier	—	—	—	—	—	—	—	—	—	—	—	—	—
XLIII.	Southern Mahratta (Mysore Section).	Transferred on the 1st July 1886 from "Lines owned and worked by Native States."									—	—	—	—
XLIV.	South Indian	Purchased from the late South Indian Guaranteed Railway Company on the 1st January 1891.											—	—
	Cuddapah-Nellore	—	—	—	—	—	—	—	—	—	—	—	—	—
	Villupuram-Guntakal	—	—	—	—	—	—	—	—	—	—	—	—	—
	Bellary-Kistna	—	—	—	—	—	—	—	—	—	—	—	—	—
XLV.	Máyavaram-Mutupet	—	—	—	—	—	—	—	—	—	—	—	—	—
	Total	—	—	—	—	—	—	—	—	—	—	—	—	—
	STATE LINES WORKED BY THE STATE.													
	Nágpur-Chhattisgarh	—	—	—	—	—	—	—	—	—	—	—	—	—
	Tirhoot	—	—	—	—	—	—	—	—	—	(*f*) 53	43	43	75
	Lucknow-Sitapur-Seramau	Transferred on 1st January 1889 from "State lines worked by Companies."									—	—	—	—
	Rajputana-Malwa	—	—	—	—	—	—	—	—	92½	329½	437½	508½	508½
	Punjab Northern	—	—	—	—	—	—	—	—	—	—	62	103½	103½
	North Western (State)	Transferred from the Punjab Northern (State) Railway.							—	—	—	—	—	—
	Cawnpore-Achnera	—	—	—	—	—	—	—	—	—	—	—	—	—
	Cawnpore-Furukabad	—	—	—	—	—	—	—	—	—	—	—	—	—
	Háthras-Muttra-Achnera	—	—	—	—	—	—	—	—	(*d*)	—	29	29	29
	Northern Bengal	—	—	—	—	—	—	—	—	—	—	—	—	134
XLVII.	Eastern Bengal (State)—Northern and Behar Sections (including the Kaunia-Dharlla, 2′ 6″ gauge branch).	Transferred from the Northern Bengal (State) Railway.							—	—	—	—	—	—
	Dacca	—	—	—	—	—	—	—	—	—	—	—	—	—
XLVIII.	Burma (State)	—	—	—	—	—	—	—	—	—	—	—	—	161
	Toungoo-Mandalay	—	—	—	—	—	—	—	—	—	—	—	—	—
	Mu Valley	—	—	—	—	—	—	—	—	—	—	—	—	—
	Total	—	—	—	—	—	—	—	—	92½	329½	571½	683½	1,010½
	LINE WORKED BY GUARANTEED COMPANY.													
	South Indian	17½	17½	17½	17½	17½	17½	17½	17½	17½	17½	192½	385½	510½
	Total	17½	17½	17½	17½	17½	17½	17½	17½	17½	17½	192½	385½	510½

N.B.—This statement has been corrected up to December 1881 from the statement of railways constructed and in progress published in 1882. The figures for subsequent years have been corrected from the annual progress statements since published, and include differences due to minor corrections of mileage. For details of mileage opened year by year, *see* Appendix D.

(*a*) Although for convenience classed amongst State railways, the Company's section of this line is the property of the Bengal and North-Western Railway Company.

(*b*) Included with the Rohilkund and Kumaon Railway (Lucknow-Bareilly Section) from the 1st January 1891.

(*c*) Including the Cawnpore-Achnera Railway System from the 1st October 1886.

(*d*) Decrease due to standard gauge line from Agra East Bank (junction with the East Indian Railway) to Agra Cantonment having been included in the total open mileage of the metre gauge system in previous years.

end of each CALENDAR YEAR from the Commencement—*continued.*

1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
—	—	—	—	—	—	—	—	—	149	Converted to the standard gauge on the 27th November 1888, and transferred to standard gauge lines.						
—	—	—	—	—	—	—	—	—	—	—	—	323½	338½	341½	341½	341½
—	—	—	—	—	—	—	—	—	—	—	—	375½	400½	414½	414½	414½
—	—	—	—	—	—	—	—	—	—	—	—	—	198½	198½	222	331½
—	—	—	—	—	—	36	36	36	36	36	36	36	(*b*)	—	—	—
—	—	—	—	—	—	—	—	55½ (*c*)	106	104½ (*d*)	Transferred on 1st January 1889 to "State lines worked by the State."					
—	—	—	—	—	—	—	1,414	1,667½	1,667½	1,665	1,672½	1,672½	1,674	1,674	1,674	1,674
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	17½	17½
—	—	—	—	—	—	—	315½	478½	760½	(*e*) 853	977½	1,043½	1,043½	1,043½	1,043½	1,042
—	—	—	—	—	—	—	—	—	—	—	—	—	—	63	119½	119½
—	—	—	—	—	—	—	—	139½	139½	139½	296½	295½	311½	331½	296	296
—	—	—	—	—	—	—	—	—	—	—	—	—	901	1,042½	1,041½	1,041½
—	—	—	—	—	—	—	—	—	82½	*See* Villupuram-Guntakal.				—	—	—
—	—	—	—	—	—	—	—	—	—	82½	82½	125½	Incorporated with the South Indian Railway.			
—	—	—	—	—	—	—	—	—	88½	Transferred to the Southern Mahratta Railway on 1st January 1888.						
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	54
—	—	—	—	—	—	36	1,765½	2,377½	3,030½	2,881½	3,065	3,872	4,867½	5,109	5,170½	5,231½
—	—	53	98	149	149 (*g*)	149	149	149	Taken over by the Bengal-Nagpur Railway Company on the 9th May 1887. *See* above.							
82	82	82	82	82	193	227	225½	245½	259½	273½	273½	(*h*)	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	104½	104½	(*b*)	—	—	—
604½	723½	832½	1,117	1,116½	1,208½	1,364	Leased to the Bombay, Baroda, and Central India Railway Company from the 1st January 1885.									
(*i*)	—	53½	53½	63½	71½	71½	72	Transferred to the North-Western (State) Railway on the 1st January 1886.								
—	—	—	—	—	—	—	—	—	(*j*)27½	10	10	Part converted to standard gauge and part abandoned.				
—	—	—	—	—	—	230½	253½	Leased to the Bombay, Baroda, and Central India Railway Company from the 1st October 1886, and amalgamated with the Rajputana-Malwa Railway system.								
—	—	49½	86	86	86	Absorbed into the Cawnpore-Achnera system on the 1st July 1884.									—	—
29	29	29	53	52	52											
219½	230½	230½	253½	267	271½	286	285½	285½	Amalgamated with the Eastern Bengal (State) Railway on the 1st April 1887.							
—	—	—	—	—	—	—	—	—	324½	355½	429½	429½	442½	478½	478½	478½
—	—	—	—	—	—	—	85½	86	86	86	86	86	86	86	86	86
161	161	(*k*)167	167	167	167	260	333	333	333	333	333	336	558½	717½	730	745½
—	—	—	—	—	—	—	—	—	—	108½	220½	220				
—	—	—	—	—	—	—	—	—	—	—	—	—	59			
1,096	1,226½	1,497	1,910½	1,983	2,198½	2,597½	1,404½	1,127½	1,012½	1,165½	1,446½	1,176½	1,146½	1,281½	1,294½	1,309½
523½	631½	645½	653½	653½	654½	654½	654½	654½	654½	654½	654½	654½	Purchased by the State on the 1st January 1891. *See* "State lines worked by Companies."			
523½	631½	645½	653½	653½	654½	654½	654½	654½	654½	654½	654½	654½	—	—	—	—

(*e*) Including the Bellary-Kistna (State) Railway which was taken over by the Southern Maharatta Railway Company on the 1st January 1888.
(*f*) Temporary line opened for famine relief purposes only during this year; but public traffic was carried on it from 1st November 1875. Not included in total.
(*g*) Alteration of route *viâ* Bajitpur.
(*h*) Made over to the Bengal and North-Western Railway for working on the 1st July 1890.
(*i*) Converted and transferred to the standard gauge in October 1878.
(*j*) Malakwal to Bhera and branch to Salt mines at Khewra.
(*k*) Suburban lines added. *See* Administration Report, Part II., of 1890—91.

APPENDIX E.—LENGTH of RAILWAYS open for PUBLIC TRAFFIC at the

Serial Number.	Railway.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.
	Metre Gauge—concluded. ASSISTED COMPANIES.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	Bengal and North-Western	—	—	—	—	—	—	—	—	—	—	—	—	—
LI.	Deoghur	—	—	—	—	—	—	—	—	—	—	—	—	—
LII.	Rohilkund and Kumaon (Company's Section).	—	—	—	—	—	—	—	—	—	—	—	—	—
LIII.	Bengal-Dooars	—	—	—	—	—	—	—	—	—	—	—	—	—
LIV.	Dibru-Sadiya	—	—	—	—	—	—	—	—	—	—	—	—	—
	Southern Mahratta	—	—	—	—	—	—	—	—	—	—	—	—	—
	Total	—	—	—	—	—	—	—	—	—	—	—	—	—
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.													
LVI.	The Gaekwar's Mehsána	—	—	—	—	—	—	—	—	—	—	—	—	—
LVII.	Kolhápur	—	—	—	—	—	—	—	—	—	—	—	—	—
LIX.	Yesvantpur-Mysore Frontier	—	—	—	—	—	—	—	—	—	—	—	—	—
LX.	Mysore-Nanjungúd	—	—	—	—	—	—	—	—	—	—	—	—	—
	Total	—	—	—	—	—	—	—	—	—	—	—	—	—
	LINES OWNED AND WORKED BY NATIVE STATES.													
LXI.	Jodhpore-Bickaneer—													
	Jodhpore Section	—	—	—	—	—	—	—	—	—	—	—	—	—
	Bickaneer Section	—	—	—	—	—	—	—	—	—	—	—	—	—
LXII.	Bhávnagar-Gondal-Junágarh-Porbandar	—	—	—	—	—	—	—	—	—	—	—	—	—
	Mysore	—	—	—	—	—	—	—	—	—	—	—	—	—
LXIII.	Jetálsar-Rájkot	—	—	—	—	—	—	—	—	—	—	—	—	—
	Total	—	—	—	—	—	—	—	—	—	—	—	—	—
	FOREIGN LINES.													
LXVI.	West of India Portuguese	—	—	—	—	—	—	—	—	—	—	—	—	—
LXVII.	Pondicherry	—	—	—	—	—	—	—	—	—	—	—	—	—
	Total	—	—	—	—	—	—	—	—	—	—	—	—	—
	TOTAL METRE GAUGE	—	—	17½	17½	17½	17½	17½	17½	17½	17½	109¾	346¾	764½
	Special Gauges.													
	STATE LINES WORKED BY THE STATE.													
	Nalháti (4′ 0″)	Transferred on the 31st March 1872 from "Lines worked by Guaranteed Companies."									27½	27½	27½	27½
	Cherra-Companyganj (2′ 6″)	—	—	—	—	—	—	—	—	—	—	—	—	—
LXVIII.	Jorhát (2′ 0″)	—	—	—	—	—	—	—	—	—	—	—	—	—
	Total	—	—	—	—	—	—	—	—	—	27½	27½	27½	27½
	LINE WORKED BY GUARANTEED COMPANY.													
	Nalháti (4′ 0″)	27½	27½	27½	27½	27½	27½	27½	27½	27½	Purchased by the State on			
	ASSISTED COMPANIES.													
LXIX.	Darjeeling-Himalayan (2′ 0″)	—	—	—	—	—	—	—	—	—	—	—	—	—
	Thatón-Duyinzáik (2′ 6″)	—	—	—	—	—	—	—	—	—	—	—	—	—
	Total	—	—	—	—	—	—	—	—	—	—	—	—	—
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.													
LXX.	The Gaekwar's Dabhoi (2′ 6″)	—	—	—	—	—	—	—	—	—	—	20	20	20
	LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.													
LXXII.	Cooch Behar (2′ 6″)	—	—	—	—	—	—	—	—	—	—	—	—	—
	LINE OWNED AND WORKED BY NATIVE STATE.													
LXXIII.	Morvi (2′ 6″)	—	—	—	—	—	—	—	—	—	—	—	—	—
	TOTAL SPECIAL GAUGES	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	47½	47½	47½
	TOTAL OF ALL RAILWAYS*	2,506¾	2,957¾	3,362½	3,562½	3,929¾	4,007¾	4,256½	4,772½	5,074¾	5,370¾	5,698½	6,175½	6,543¼

N.B.—This statement has been corrected up to December 1881 from the statement of railways constructed and in progress published in 1882. The figures for subsequent years have been corrected from the annual progress statements since published, and include differences due to minor correction of mileage. For details of mileage opened year by year, *see* Appendix D.

(*a*) Including the Bhávnagar dock estates and the Junágarh quarry lines previously omitted.

(*b*) Incorporated with the East Indian Railway from the 1st April 1892 and opened on the 15th July of the same year on the standard gauge under the name of the Azimganj branch.

end of each CALENDAR YEAR from the Commencement—*concluded.*

1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
—	—	—	—	—	—	—	—	74½	303	376½	376½	376½	375½	Transferred to "State lines worked by Companies."				
—	—	—	—	—	—	4	5½	5½	4	4½	4½	4½	4½	4½	4½	4½	4½	4½
—	—	—	—	—	—	—	—	54½	54½	54½	54½	54½	54½	54½	54	54	54	54
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32½	36½
—	—	—	—	—	—	15	38½	69	77½	77½	77½	77½	77½	77½	77½	77½	77½	77½
—	—	—	—	—	—	—	—	214	Transferred to "State lines worked by Companies."							—	—	—
—	—	—	—	—	—	19	44	418	439	513	513	513	512½	136½	136½	136½	168½	172½
—	—	—	—	—	—	—	—	—	—	—	20½	27½	27½	27½	92½	92½	92½	92½
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	29	29	29	29
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	51½	51½
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15½	15½
—	—	—	—	—	—	—	—	—	—	—	20½	27½	27½	27½	121½	121½	188½	188½
—	—	—	—	—	—	18½	18½	44	64	64	123½	123½	123½	123½	274½	364	364	364
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	43½			
—	—	—	—	105	192½	192½	198	198	193½	193½	193½	208½	332½ (a)	333½	333½	333½	333½	334
—	—	—	—	—	58	86	87	140	140	Made over to the Southern Mahratta Railway Company on 1st July 1886.								—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	46½	46½
—	—	—	—	105	250½	297	298½	377	397½	257½	317	332½	456	457½	624½	697½	744	744½
—	—	—	—	—	—	—	—	—	—	—	41	51	51	51	51	51	51	51
—	—	—	7½	7½	7½	7½	7½	7½	7½	7½	7½	7½	7½	7½	7½	7½	7½	7½
—	—	—	7½	7½	7½	7½	7½	7½	7½	7½	48½	58½	58½	58½	58½	58½	58½	58½
1,069	1,521½	1,619½	1,865½	2,255	2,821½	2,960½	3,203½	4,090½	4,668½	4,937	5,597	5,633½	6,221	6,383½	6,954½	7,405	7,624½	7,705½
27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	(b)	—	—
—	—	—	—	—	—	—	—	—	—	7½	7½	7½	7½	7½	8	(c)	—	—
—	—	—	—	—	—	—	—	12½	29½	26½	30½	30½	28½	28½	28½	28½	28	28
27½	27½	27½	27½	27½	27½	27½	27½	39½	56½	61½	65½	65½	63½	63½	63½	28½	28	28
the 31st March 1872, and transferred to "State lines worked by the State."									—	—	—	—	—	—	—	—	—	—
—	—	—	—	30	48½	50	50	51	51	51	51	51	51	51	51	51	51	51
—	—	—	—	—	—	—	—	—	8	8	8	8	8	8	8	(c)	—	—
—	—	—	—	30	48½	50	50	51	59	59	59	59	59	59	59	51	51	51
20	20	20	40½	57½	60½	60½	58½	58½	58½	58½	58½	58½	58½	71½	71½	71½	71½	71½
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	22½	22½
—	—	—	—	—	—	—	—	—	—	51	68	68	68	93½	93½	93½	93½	94½
47½	47½	47½	67½	114½	136½	137½	136	149½	174½	230½	251½	251½	249	283½	284½	244½	266½	265½
6,862½	7,322½	8,222½	8,499	9,167½	9,895½	10,155½	10,513½	11,639½	12,239½	12,897½	14,111½	14,582	15,895	16,393	17,284½	17,849	18,463½ (d)	18,841

(c) Now treated as a steam tramway.
(d) The difference between the mileage shown here and that in Part I. of the Administration Report for 1893-94 is due to the inclusion of openings reported after the publication of that report.
* For previous totals, *see* page 240.

APPENDIX F.—PROGRESS made in the OPENING of RAILWAYS during

Serial Number.	Railway.	1884–85.	1885–86.	1886–87.	1887–88.	1888–89.	1889–90.
	Standard Gauge.						
	STATE LINES WORKED BY COMPANIES.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
I.	East Indian	—	5½	4¾	(a)—6	(b) 12 *¼	—
	Dildárnagar-Gházipur	—	—	—	—	(d)—12	—
	Patna-Gya	—	*½	—	—	—	—
	Northern Bengal (Porádaha Branch)	(f)—17¾	—	—	—	—	—
II.	Bengal-Nágpur	—	—	—	—	(g) 291¾	208¾ *1¼
III.	Indian Midland	—	—	42	95 *—½	(h) 378	164½ *—1¾
	Sindia	—	—	—	—	(i)—74¾	—
	Pátri	—	—	—	—	(j)—22½	—
IV.	Bhopal-Itársi (British Section)	1½	—	—	—	—	—
V.	Godhra-Rutlam	—	—	—	—	—	—
VI.	Wardha Coal	Transferred on 1st January 1891 from "State lines worked by the State"					
VII.	Dhond-Manmád	—	—	*—¼	—	—	—
	Amritsar-Pathánkot	14	(l)—65	—	—	—	—
	Rupar-Nálagarh	(m)—48	—	—	—	—	—
	Bezwada Extension	—	—	—	—	21½	—
	Total	—50¼	—59¾	46½	88½	594¼	372¾
	STATE LINES WORKED BY THE STATE.						
	Katni-Umaria	—	—	37	—	(q)—37	—
	Wardha Coal	—	—	—	—	—	—
X.	North-Western (State)	—	(s) 1,765¼	283½	329	5¼	7½ *
	Indus Valley	*½	—501	*—	*—2½	(t) —9	(u)—10
	Punjab Northern	—	—374¼	Absorbed in the North-Western (State)			
	Sind-Pishin (Rak to Sibi and Pir Chowki)	—	—152				
	Amritsar-Pathánkot (y)	—	65	—	*—¼	—	—
	Jammu and Kashmir (British Section)	—	—	—	—	—	8½
XI.	Hyderabad-Umerkot	—	—	—	—	—	—
XII.	Oudh and Rohilkhand (State)	Purchased by the State on the 1st January 1889.				692½	—
XIII.	Eastern Bengal (State)	(a²)233 *½	¼ *1	—	—	¼ (a³)—4	—
	Calcutta and South-Eastern	—55½	Incorporated with the Eastern Bengal (State) Railway on				
XIV.	Bengal Central †	—	—	125¼	—	*—¼	—
XV.	Calcutta Port Commissioners	—	—	2¼	—	—	—
XVI.	East Coast (State)	—	—	—	—	—	—
	Total	178¼	804	447¾	326¼	647¾	5½

† Although for convenience classed amongst State Railways this line

N.B.—The figures in this statement have been corrected from the progress statements

each OFFICIAL YEAR commencing from 1884–85.

1890–91.	1891–92.	1892–93.	1893–94.	1894–95.	Remarks.
					*Correction of mileage.
					(*a*) Benares Branch transferred to the Oudh and Rohilkhand Railway on the 1st October 1887.
					(*b*) Dildárnagar-Gházipur Railway incorporated on the 1st January 1889.
Miles.	Miles.	Miles.	Miles.	Miles.	(*c*) Late Nalháti and Patna-Gya (State) Railway incorporated on the 1st April and the 1st July 1892, respectively.
—	—	(*c*) $87\frac{1}{2}$	$*\frac{1}{2}$	58	(*d*) Incorporated with the East Indian Railway on the 1st January 1889.
—	—	$*\frac{1}{4}$	—	$*\frac{1}{2}$	(*e*) Incorporated with the East Indian Railway on the 1st July 1892.
—	—	—	—	—	(*f*) Incorporated with the Eastern Bengal (State) Railway on the 1st July 1884.
—	—	(*e*) $-57\frac{1}{4}$	—	—	(*g*) Including the late Nágpur-Chhattisgarh (State) Railway and Katni-Umaria branch taken over on the 1st April 1888.
—	—	—	—	—	(*h*) Including the Sindia (State) Railway taken over on the 1st March 1889.
$330\frac{1}{4}$	—	$30\frac{1}{4}$	—	$*-1\frac{1}{4}$	(*i*) Incorporated with the Indian Midland Railway on the 1st March 1889.
$*-\frac{1}{2}$	—	—	—	—	(*j*) Now included with the mileage of the Bombay, Baroda, and Central India Railway.
—	—	—	—	—	(*k*) Excluding $1\frac{1}{2}$ miles at Warora retained by the colliery to be used as a siding.
—	—	—	—	—	(*l*) Transferred on the 1st January 1886 to "State lines worked by the State."
—	—	25	20	$70\frac{1}{2}$	(*m*) This line was originally made by the Canal authorities for constructional purposes of the Sirhind Canal. It was handed over to the Sind, Punjab, and Delhi Railway Company for experimental working for one year from the 1st April 1883. The section from Rupar to Nálagarh, 16 miles, was closed for passenger traffic in July 1883, and the whole line was abandoned in July 1884.
(*k*) 45	—	—	—	—	(*n*) Bezwada-Godávari section of the East Coast (State) Railway opened for traffic on the 20th February 1893.
—	—	—	—	—	(*o*) Portion of the East Coast (State) Railway referred to under (*n*) retransferred to the State for working from 1st January 1894.
—	—	—	—	—	(*p*) Treated as an integral part of the East Coast (State) Railway.
—	—	(*n*) 91	(*o*) -91	(*p*) $-21\frac{1}{2}$	(*q*) Taken over by the Bengal-Nágpur Railway Company on the 1st April 1888.
$374\frac{3}{4}$	—	$176\frac{3}{4}$	$-70\frac{1}{2}$	$106\frac{1}{2}$	(*r*) Transferred on the 1st January 1891 to "State lines worked by Companies."
					(*s*) Including the late Indus Valley, Punjab Northern, and Sind-Pishin (State) lines, and the Sind, Punjab and Delhi Guaranteed Railway, also $6\frac{1}{2}$ miles; Gunda Singh bandar to Ferozepore opened on the 27th April 1885, and the metre gauge line from Lála Músa to Malakwal (45 miles) converted to and opened on the standard gauge on the 10th February 1886.
—	—	—	—	—	(*t*) Portions, Gház-Ghât to Dera Gházi Khan, 4 miles, and Chenab west bank to Muzefferabad, 5 miles, closed to traffic in May 1888.
(*r*) $-46\frac{1}{2}$	—	—	—	—	(*u*) Darya Khan to Dera Ismail Khan ferry line dismantled and mileage corrected.
	(*v*) $73\frac{3}{4}$	(*s*) $72\frac{1}{2}$			(*v*) Including Jammu and Kashmir Railway (British Section).
$*\frac{1}{4}$	$*3\frac{1}{4}$		—	$*2$	(*w*) Portion of old Quetta loop under reconstruction on a new alignment *viá* the Mushkaf-Bolán route. This does not take into account the high level line between Hirók and Kolpur, eight miles, which though inspected and passed for traffic, was never formally opened.
	(*w*) $-90\frac{1}{4}$	$*-\frac{1}{4}$			(*x*) Including the Amritsar-Pathánkot railway and six miles of military line not used for public traffic.
Railway on the 1st January 1886.			—	—	(*y*) Transferred on the 1st January 1886 from "State lines worked by the State."
—	$*1\frac{3}{4}$	(*x*) $-66\frac{1}{2}$	—	—	(*z*) Incorporated with the North-Western (State) Railway on the 1st April 1892.
—	(*a*[1]) $-8\frac{1}{2}$	—	—	—	(*a*[1]) Amalgamated with the North-Western (State) Railway on the 1st April 1891.
—	—	59	—	—	(*a*[2]) Including the late Calcutta and South-Eastern (State) Railway, the Porádaha branch of the Northern Bengal (State) Railway, and the late Eastern Bengal Guaranteed Railway.
—	—	—	$48\frac{1}{2}$	56	(*a*[3]) Decrease due to alterations at Goalundo and minor corrections of mileage.
$18\frac{1}{4}$	—	—	$*\frac{1}{4}$	$*-\frac{1}{2}$	(*a*[4]) *Vide* note (*o*) above.
$*-\frac{1}{4}$	$*-\frac{3}{4}$	—		—	(*a*[5]) *Vide* note (*p*) above.
the 1st July 1884.		—	—	—	
—	—	—	—	—	
—	—	—	—	—	
—	—	—	$178\frac{1}{2}$	90	
			(*a*[4]) 91	(*a*[5]) $21\frac{1}{2}$	
				$*-6$	
$-28\frac{1}{4}$	$-20\frac{3}{4}$	$64\frac{3}{4}$	$318\frac{3}{4}$	163	

is the property of the Bengal Central Railway Company.
published in Part II. of the Annual Administration Reports, Appendix D.

APPENDIX F.—PROGRESS made in the OPENING of RAILWAYS

Serial Number.	Railway.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.
	Standard Gauge.						
	LINES WORKED BY GUARANTEED COMPANIES.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	Eastern Bengal	−15¾9	Acquired by the State on the 1st July 1884, and				
	Oudh and Rohilkhand	47	*−1½ 85½	6¾	(a) 3¼ 4½ * 1½	−692¼	Transfer
	Sind, Punjab, and Delhi	—	−686½	Acquired by the State on the 1st January 1886			
XXII.	Great Indian Peninsula	—	—	*−¼	—	—	—
XXIII.	Bombay, Baroda, and Central India	—	—	—	—	(b)−22¼	—
XXIV.	Madras	—	—	(c) −30 *−2	* ¼ (d)−2¼ 11½	*−¼	* 1¼
	Total	−112¾	−602½	−25	15¾	−670¼	1¼
	ASSISTED COMPANIES.						
XXV.	Delhi-Umballa-Kalka	—	—	—	—	—	—
XXVI.	Tarkessur	22	*−¼	—	—	—	—
	Bengal Central	12 *−¾	—	−125¼	Transferred to "State lines worked		
	Total	33¼	¼	−125¼	—	—	—
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.						
XXVII.	Khámgaon	—	—	*−½	—	—	—
XXVIII.	Amráoti	—	—	*−⅓	—	—	—
XXIX.	Bhopal-Itársi (Native State Section)	44	—	—	—	—	—
XXX.	The Nizam's Guaranteed State (e)	121	—	87 (f)−3½	* ½ 69	* ¼ 55	—
XXXI.	The Gaekwar's Petlád	—	—	—	—	—	—
XXXII.	Kolar Gold-fields	—	—	—	—	—	—
	Rájpura-Patiála	16	−16	Transferred on the 1st January 1886, to "Lines			
	Total	181	−16	82½	69½	55¼	—
	LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.						
XXXIII.	Rájpura-Bhatindá (i)	—	16	—	*−1	*1	92
XXXIV.	Jammu and Kashmir (Native State Section)†	—	—	—	—	—	16
	The Nizam's Guaranteed State	−121	Transferred on the 1st January 1885 to "Lines owned				
	Total	−121	16	—	−1	1	108
	Metre Gauge.						
	STATE LINES WORKED BY COMPANIES.						
	Bengal-Nágpur	Late Nágpur-Chhattisgarh (State) Railway.			149	−149	Converted
XXXVII.	Bengal and North-Western*—						
	Tirhoot Section	Transferred on the 1st July 1890 from "State lines worked by the State."					
	Company's Section	Transferred from "Assisted Companies."			—	—	—
XXXVIII.	Rohilkund and Kumaon (Lucknow-Bareilly Section).	Includes the Bareilly-Pilibhit and Lucknow Sitapur-Seramau Railways.					
	Bareilly Pilibhit	36	—	—	—	—	—
	Lucknow-Sitapur-Seramau	—	—	55½	50½	−106	—
XXXIX.	Rajputana-Malwa	(k)1,412 *2	—	(l) 253½ *¼	—	* (m)−2¾	7½ *−¼
XL.	Pálanpur-Deesa	—	—	—	—	—	—
XLI.	Southern Mahratta	—	(n) 315¼	(o) 282¼	(p) 167¾	* 1½	123 *¼
XLII.	Guntakal-Mysore Frontier	Transferred from the South Indian Railway				—	—
XLIII.	Southern Mahratta (Mysore Section) ()	—	—	140 *−¼	—	79½	77
XLIV.	South Indian	Purchased by Government from the late Guaranteed Railway Company on the 1st January 1891.					
	Cuddapah-Nellore	—	—	—	82¾	−82¾	*See*
	Villupuram-Guntakal	*See* "Cuddapah-Nellore"			—	82¾	—
	Bellary-Kistna	—	—	—	*−1 (v) 88¾	—	—
XLV.	Mayavaram-Mutupet	—	—	—	—	—	—
	Total	1,450	315¼	731¼	537¾	−176¾	207½

† Although for convenience classed among State Railways, the Company's

during each OFFICIAL YEAR commencing from 1884–85—*continued.*

1890–91.	1891–92.	1892–93.	1893–94.	1894–95.	Remarks.
Mile s.	Miles.	Miles.	Miles.	Miles.	
transferred to "State lines worked by the State."					* Correction of mileage.
red on the 1st January 1889 to "State lines worked by State."					(*a*) Benares branch taken over from the East Indian Railway on the 1st October 1887.
and absorbed into the North-Western (State) Railway system.					(*b*) Pátri branch now treated as part of the Bombay, Baroda, and Central India Railway.
—	—	*—$1\frac{1}{2}$	—	—	(*c*) The Bellary branch (Guntakal to Bellary) was purchased by and handed over to the Southern Mahratta Railway Company on the 1st February 1887.
—	—	—	—	—	
—	—	—	—	—	
—	—	—$1\frac{1}{2}$	—	—	(*d*) Line to Beypore from point of divergence of new line to Calicut abandoned.
162	* $\frac{1}{4}$	*—$\frac{3}{4}$	—	—	(*e*) Transferred on the 1st January 1885 from "Lines owned by native states and worked by State Railway Agency."
—	—	—	—	—	
by the State."					(*f*) These $3\frac{1}{2}$ miles were formerly counted twice over.
162	$\frac{1}{4}$	—$\frac{3}{4}$	—	—	(*g*) Trimulgherry troop siding previously omitted now added.
—	—	—	—	—	(*h*) Trimulgherry troop siding omitted.
—	—	—	—	—	
—	—	—	—	—	(*i*) Transferred on the 1st January 1886 from "Lines owned by Native States and worked by Companies."
(*g*) $2\frac{1}{4}$	(*h*)—$2\frac{1}{4}$	(*g*) $2\frac{1}{4}$	—	—	
*$\frac{3}{4}$	*—$\frac{1}{4}$	*—$\frac{1}{4}$			(*j*) Included with the Rohilkund and Kumaon Railway (Lucknow-Bareilly section) from the 1st January 1891 up to which date the open length of the Lucknow-Pilibhit section, *i.e.*, the Lucknow-Sitapur-Seramau Railway was worked by the Oudh and Rohilkhand Railway, *ie.*, by the late guaranteed company up to 31st December 1888, and then by state agency up to 31st December 1890.
$13\frac{1}{4}$	—	—	—	—	
—	—	—	—	10	
owned by Native States and worked by State Railway Agency."					
$16\frac{1}{4}$	—$2\frac{1}{2}$	$2\frac{1}{2}$	—	10	(*k*) Including mileage transferred from "State lines worked by the State."
*—$\frac{1}{4}$	—	*$\frac{1}{4}$	—	—	
—	—	—	—	—	(*l*) Cawnpore-Achnera Railway System incorporated on the 1st October 1886.
by Native States and worked by Companies."					
—$\frac{1}{4}$	—	$\frac{1}{4}$	—	—	(*m*) Decrease due to standard gauge line from Agra East Bank (junction with East Indian Railway) to Agra Cantonment, having been included in the total open mileage of the metre gauge system in previous years.
to the standard-gauge on the 27th November 1888 and Tumser Branch abandoned.					(*n*) Including $101\frac{1}{4}$ miles opened during 1885; balance 214 miles transferred from "Assisted Companies."
$329\frac{1}{4}$	$12\frac{1}{2}$	—	—	—	(*q*) Including the Bellary branch of the Madras Railway which was purchased by the Southern Mahratta Railway Company on the 1st February 1887 and converted from standard to metre-gauge on the 16th May 1887.
$375\frac{3}{4}$	$38\frac{3}{4}$	—	6	*$\frac{1}{4}$	
$140\frac{3}{4}$	$57\frac{3}{4}$	$23\frac{1}{4}$	$7\frac{1}{2}$	$1\frac{3}{4}$	(*p*) Including the Bellary-Kistna (State) Railway ($88\frac{3}{4}$ miles), which was taken over by the Southern Mahratta Railway Company on the 1st January 1888.
(*j*) —36			*$\frac{1}{4}$		
Transferred to "State lines worked by the State."					(*q*) Previously included with the South Indian Railway.
—	$5\frac{1}{4}$	—	—	—	
	*—$3\frac{1}{2}$				(*r*) Transferred from "Lines owned and worked by Native States."
—	—	—	$17\frac{1}{4}$	—	
*—$\frac{1}{4}$	—	—	—	*—$1\frac{3}{4}$	(*s*) Yesvantpur-Dodballapur and Mysore-Nanjangúd sections now shown against Nos. LIX. and LX. respectively.
$66\frac{1}{4}$					
—	—	(*q*) 63	$56\frac{1}{2}$	—	(*t*) Including the Cuddapah-Nellore (Villupuram-Guntakal) Railway, $82\frac{3}{4}$ miles.
*—$\frac{1}{2}$	* $\frac{1}{2}$ 15	20	(*s*)—$35\frac{1}{4}$	—	
(*t*) $900\frac{3}{4}$	* $\frac{1}{4}$ $204\frac{1}{4}$	(*u*)—63	*—$\frac{3}{4}$	—	(*u*) Guntakal-Mysore frontier section now shown against No. XLII.
"Villupuram-Guntakal."					
—$82\frac{3}{4}$	Incorporated with the South Indian Railway.				(*v*) Included with the open mileage of the Southern Mahratta Railway in Appendix G.
—	—	—	—	—	
—	—	—	—	54	
$1,693\frac{1}{4}$	$330\frac{3}{4}$	$43\frac{1}{4}$	$51\frac{1}{2}$	$54\frac{1}{4}$	

Section of this line is the property of the Bengal and North-Western Railway Company.

APPENDIX F.—PROGRESS made in the OPENING of RAILWAYS

Serial Number.	Railway.	1884–85.	1885–86.	1886–87.	1887–88.	1888–89.	1889–90.
	Metre Gauge.						
	STATE LINES WORKED BY THE STATE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	Nágpur-Chhat isgarh	—	—	—	−149	Taken over by the	
	Tirhoot	34	*−1½	20	13⅓	14	—
	Lucknow-Sitapur-Seraman	Transferred on 1st January 1889 from "State lines worked by Companies."				104¾	—
	Rajputana-Malwa	−1,260¾	Leased to the Bombay, Baroda, and Central India Rail-				
	Punjab Northern	—	−71¾	Part converted to standard gauge and trans-			
	North-Western (State)	—	(*b*) 71¾ 45 *¼	*⅓ (*d*) 10 (*c*) −27½	—	—	−10
	Cawnpore-Achnera (including Cawnpore-Farukhabad and Hattras-Muttra-Achnera)	249½ *−½	4¾ *−½	*¼ −253½	Leased to Bombay, Baroda, and		
	Cawnpore-Farukhabad	−86	Amalgamated with the Cawnpore-Achnéra Railway.				
	Hattras-Muttra-Achnera	−52					
	Northern Bengal (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	14¾	*−¼	—	−285¾	Amalgamated with the	
XLVII.	Eastern Bengal (State):—						
	Northern and Behar Sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch.)	Transferred from the Northern Bengal (State) Railway.			356	*−¾	74 *−¼
	Dacca Section	10¼	*½ 75	*¼	—	—	—
XLVIII.	Burma (State)	—	73	—	—	—	—
	Toungoo-Mandalay	—	—	—	—	222	−2
	Mu Valley	—	—	—	—	—	—
	Total	−1,090¾	106½	−250	−65¼	340	62¼
	LINE WORKED BY GUARANTEED COMPANY.						
	South Indian	—	—	—	—	*−¼	*¼
	Total	—	—	—	—	−¼	*¼
	ASSISTED COMPANIES.						
	Bengal and North-Western	303	—	73¼	—	—	*−½
	Deoghur	—	(*e*) −1½	*¾	—	—	—
LI.	Rohilkund and Kumaon (Company's Section).	54½	—	—	—	—	—
LII.	Bengal Dooars	—	—	—	—	—	—
LIII.	Dibru-Sadiya	39	—	—	—	—	—
LIV.	Southern Mahratta	173½	−214	Transferred to "State lines worked by			
	Total	570	−215½	74	—	—	−½
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.						
	The Gaekwar's Mehsána	—	—	21	*−¼	*−¼ 7¼	—
LVII.	Kolhápur	—	—	—	—	—	—
LVIII.	Yesvantpur-Mysore-Frontier	—	—	—	—	—	—
LIX.	Mysore-Nanjangúd	—	—	—	—	—	—
LX.	Total	—	—	21	−¼	7	—

during each OFFICIAL YEAR commencing from 1884-85—*continued*

1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	Remarks.
Miles.	Miles.	Miles.	Miles.	Miles.	
Bengal Nágpur Railway Company on the 9th May 1887.					* Correction of mileage.
—273¼	Transferred on the 1st July 1890 to "State lines worked by Companies."				
(*a*) —104¾	—	—	—	—	
way Company from the 1st January 1895.					
ferred to the North-Western (State) Railway on the 1st January 1886.					(*a*) Included with the Rohilkund and Kumaon Railway (Lucknow-Bareilly section) from the 1st January 1891, up to which date the open length of the Lucknow-Pilibht section, *i.e*, the Lucknow-Sitapur-Seramau Railway was worked by the Oudh and Rohilkhand Railway, *i.e.*, by the late guaranteed company, up to 31st December 1888, and then by State agency up to 31st December 1890.
Part converted to standard gauge and part abandoned.					
Central India Railway Company from the 1st October 1886 and amalgamated with the Rajputana-Malwa Railway System.					
—	—	—	—	—	(*b*) Transferred from the Punjab Northern (State) Railway.
Eastern Bengal (State) Railway on the 1st April 1887.				—	
13¾	*—½	35½	—	*¼	(*c*) Superseded by the standard gauge line from Lala Músa to Bhera; 10 miles, Miani to Khewra, abandoned.
—	—	—	—	—	
3	*2½	100	13	15½	(*d*) Hirók to Kotal.
—			*—½		
—	59		—	—	
—361¼	61	135⅓	12½	15¾	
—654½	Purchased by Government on the 1st January 1891. See "State lines worked by Companies."				
—654½	—	—	—	—	
—375¾	Transferred to "State lines worked by Companies."				(*e*) Rohini branch closed on 1st November 1885.
—	—	—	—	—	
—	—½	—	—	—	
—	—	27	5½	4¼	
—	—		—	—	
Companies."	—		—	—	
—375¾	—½	27	5½	4¼	
40¼	24¾	—	—	—	
—	29	—	—	—	(*f*) Including the Yesvantpur-Dodballapur section previously included with Southern Mahratta (Mysore section).
—	—	—	(*f*)51⅓	*—¼	(*g*) Previously included with the Southern Mahratta (Mysore section).
—	—	—	(*g*)15¼	—	
40¼	53¾	—	66¾	—¼	

APPENDIX F.—PROGRESS made in the OPENING of RAILWAYS

Serial Number.	Railway.	1884–85.	1885–86.	1886–87.	1887–88.	1888–89.	1889–90.
	Metre Gauge—cont.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	LINES OWNED AND WORKED BY NATIVE STATES.						
LXI.	Jodhpore-Bickaneer—						
	Jodhpore Section	45 *½	—	59¾	—	—	—
	Bickaneer Section	—	—	—	—	—	—
LXII.	Bhávnagar-Gondal-Junágarh Porbandar	—	*¼	—	—	66¾ *−¼	(*a*)3¼ 70¼
	Mysore	54 *−1	—	−140	Transferred on 1st July 1886 to		
LXIII.	Jetalsar-Rajkot	—	—	—	—	—	—
	Total	98½	¼	−80¼	—	66½	73½
	FOREIGN LINE.						
LXVI.	West of India Portuguese	—	—	41	10	—	—
	Total	—	—	41	10	—	—
	Special Gauges.						
	STATE LINES WORKED BY THE STATE.						
	Nalháti (4′ 0″)	—	—	—	—	—	—
	Cherra-Companyganj (2′ 6″)	—	—	7½	—	—	—
LXVIII.	Jorhát (2′ 0″)	32¼	−3	−2½	1¾ *2½	—	(*d*) −5½ 3¼
	Total	32¼	−3	5	4	—	−2¼
	ASSISTED COMPANIES.						
LXIX.	Darjeeling-Himalayan (2′ 0″)	*1	—	¼ *−¼	—	—	—
	Thatôn-Duyinzáik (2′ 0″)	8	—	—	—	—	—
	Total	9	—	—	—	—	—
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.						
LXX.	The Gaekwar's Dabhoi (2′ 6″)	—	—	—	—	—	—
	Total	—	—	—	—	—	—
	LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.						
LXXII.	Cooch Behar (2′ 6″)	—	—	—	—	—	—
	Total	—	—	—	—	—	—
	LINE OWNED AND WORKED BY NATIVE STATE.						
LXXIII.	Morvi (2′ 6″)	—	24	44	—	—	25¼
	Total	—	24	44	—	—	25¼

during each OFFICIAL YEAR commencing from 1884–85—*continued.*

1890–91.	1891–92.	1892–93.	1893–94.	1894–95.	Remarks.
Miles.	Miles.	Miles.	Miles.	Miles.	
					* Correction of mileage.
—	$123\frac{3}{4}$	73	—	—	
—	$43\frac{1}{2}$				
$\frac{1}{4}$	—	—	$*\frac{1}{4}$	$*\frac{1}{4}$	(*a*) Bhávnagar dock estate and Junagarh quarry lines previously omitted.
"State lines worked by Companies"			—	—	
—	—	—	$46\frac{1}{4}$	—	
$\frac{1}{4}$	$167\frac{1}{4}$	73	$46\frac{1}{3}$	$\frac{1}{4}$	
—	—	—	—	—	
—	—	—	—	—	
—	—	(*b*) $-27\frac{1}{4}$	—	—	(*b*) Incorporated with the East Indian Railway from the 1st April 1892 and opened on the 15th July of the same year on the standard gauge under the name of the Azímganj branch.
—	$*\frac{1}{2}$	(*c*) -8	—	—	
—	—	$*-\frac{1}{4}$	$*-\frac{1}{4}$	—	(*c*) Now treated as a steam tramway.
—	$\frac{1}{2}$	$-35\frac{1}{2}$	$-\frac{1}{4}$	—	(*d*) Baraghop river siding closed and replaced by the alternative cold weather section to the steamer ghât opened on the 25th November 1889.
—	—	—	—	—	
—	—	(*c*) -8	—	—	
—	—	-8	—	—	
13	—	—	—	—	
13	—	—	—	—	
—	—	—	$22\frac{1}{4}$	—	
—	—	—	$22\frac{1}{4}$	—	
$\frac{1}{2}$	—	—	—	$\frac{1}{2}$ $*\frac{1}{4}$	
$\frac{1}{2}$	—	—	—	$\frac{3}{4}$	

ABSTRACT of ADDITIONS made to OPEN MILEAGE

Years.	STANDARD GAUGE.						METRE GAUGE.				
	State Lines worked by Companies.	State Lines worked by the State.	Lines worked by Guaranteed Companies.	Assisted Companies.	Lines owned by Native States and worked by Companies.	Lines owned by Native States and worked by State Railway Agency.	State Lines worked by Companies.	State Lines worked by the State.	Lines worked by Guaranteed Companies.	Assisted Companies.	Lines owned by Native States and worked by Companies.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
1884-85	−50½	178½	−112⅝	33½	181	−121	1,450	−1,090⅝	—	570	—
1885-86	−59½	804	−602½	½	−16	16	315⅝	106⅝	—	−215⅝	—
1886-87	46½	447½	−25	−125½	82½	—	731½	−250	—	74	21
1887-88	88½	326½	15⅝	—	69½	−1	537½	−65½	—	—	−½
1888-89	594½	647⅝	−670½	—	55½	1	−176½	340	−½	—	7
1889-90	372⅝	5½	1½	—	—	108	207½	62½	½	−½	—
1890-91	874⅛	−28½	—	162	16½	−½	1,693½	−361½	−654⅝	−375⅛	40½
1891-92	—	−20⅜	—	½	−2½	—	330½	61	—	−½	53½
1892-93	176½	64⅛	−1½	−⅜	2½	⅜	43½	135½	—	27	—
1893-94	−70½	318½	—	—	—	—	51½	12½	—	5½	66½
1894-95	106½	163	—	—	10	—	54½	15⅜	—	4½	−½

N.B.—This statement includes minor corrections of mileage and corrections due to transfers from one gauge
The dates of opening of the various sections will be

during each OFFICIAL YEAR from 1884–85.

METRE GAUGE.		SPECIAL GAUGES.					TOTAL OF ALL CLASSES.				Remar
Lines owned and worked by Native States.	Foreign Lines.	State Lines worked by the State.	Assisted Companies.	Line owned by Native State and worked by Company.	Line owned by Native State and worked by State Railway Agency.	Line owned and worked by Native State.	Standard Gauge.	Metre Gauge.	Special Gauges.	Grand Total.	
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
98½	—	32½	9	—	—	—	108½	1,027½	41½	1,177½	
½	—	—8	—	—	—	24	142½	206½	21	370	
—80½	41	5	—	—	—	44	426½	537	49	1,012½	
—	10	4	—	—	—	—	499	482½	4	985½	
66½	—	—	—	—	—	—	628	236½	—	864½	
73½	—	—2½	—	—	—	25½	487½	343	23	853½	
½	—	—	—	13	—	½	524½	342½	13½	880½	
167½	—	½	—	—	—	—	—23	612½	½	589½	
73	—	—35½	—8	—	—	—	242	278½	—43½	477½	
46½	—	—½	—	—	22½	—	247½	182½	22	452½	
½	—	—	—	—	—	½	279½	74½	½	354½	

or class to another and shows the net additions to the open mileage in each year. For details, *see* pages 246 to 253. found in Appendix D., Part II., of the Administration Reports.

APPENDIX G.—LENGTH of RAILWAYS open for PUBLIC TRAFFIC

Serial Number.	Railway.	1883–84.	1884–85.	1885–86.	1886–87.	1887–88.	1888–89.
	Standard Gauge.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	STATE LINES WORKED BY COMPANIES.						
I.	East Indian	1,509	1,509	1,514½	1,519¼	(*a*) 1,513¼	(*b*) 1,525½
	Dildárnagar-Gházipur	12	12	12	12	12	Incorpora
	Patna-Gya	57	57	57¼	57¼	57¼	57¼
	Northern Bengal (Porádaha Branch)	17¾	Incorporated with the Eastern Bengal (State) Railway on				
II.	Bengal-Nágpur	—	—	—	—	—	(*e*) 291¾
III.	Indian Midland	—	—	—	42	136½	(*f*)514½
	Sindia	74¾	74¾	74¾	74¾	74¾	Incorpo
	Pátri	22½	22½	22½	22½	22½	Now in
IV.	Bhopal-Itársi (British Section)	11½	13	13	13	13	13
V.	Godhra-Rutlam	—	—	—	—	—	—
VI.	Wardha Coal	Transferred on the 1st January 1891 from "State lines worked by the					
VII.	Dhond-Manmád	145¾	145¾	145¾	145½	145½	145½
	Amritsar-Pathánkot	51	65	Transferred on the 1st January 1886 to "State			
	Rupar-Nálagarh	(*h*) 48	—	—	—	—	—
	Bezwada Extension	—	—	—	—	—	21½
	Total	1,949¼	1,899	1,839¾	1,886¼	1,974¾	2,569
	STATE LINES WORKED BY THE STATE.						
	Katni-Umária	—	—	—	37	37	Taken over
	Wardha Coal	46½	46½	46½	46½	46½	46½
X.	North Western (State)	—	—	(*l*) 1,765	2,048¼	2,374¾	(*m*) 2,371
	Indus Valley	500½	501	} Absorbed into the North-Western (State)			
	Punjab Northern	374¼	374¼				
	Sind Pishin (Ruk to Sibi and Pir Chowki)	152	152				
	Amritsar-Pathánkot (*q*)	—	—	65	65	64¾	64¾
	Jammu and Kashmir (British Section)	—	—	—	—	—	—
XI.	Hyderabad-Shadipalli	—	—	—	—	—	—
XII.	Oudh and Rohilkhand (State)	Purchased by the State on the 1st January 1889.					692½
XIII.	Eastern Bengal (State)	—	(*t*) 233½	234¾	234¾	234¾	(*u*) 231
	Calcutta and South-Eastern	55½	Incorporated with the Eastern Bengal (State) Railway on				
XIV.	Bengal Central*	—	—	—	125¼	125¼	125
XV.	Calcutta Port Commissioners'	4	4	4	6¼	6¼	6¼
XVI.	East Coast (State)	—	—	—	—	—	—
	Total	1,182¾	1,311¼	2,115¼	2,363	2,889¼	3,537
	LINES WORKED BY GUARANTEED COMPANIES.						
	Eastern Bengal	159¾	Acquired by the State on the 1st July 1894, and transferred				
	Oudh and Rohilkhand	548¼	595¼	679¼	686	(*a*¹) 692¼	Purchased
	Sind, Punjab, and Delhi	686½	686½	Acquired by the State on the 1st January 1886,			
XXII.	Great Indian Peninsula	1,288	1,288	1,288	1,288¼	1,288¼	1,288¼
XXIII.	Bombay, Baroda, and Central India	438½	438½	438½	438½	438½	(*a*²) 460¾
XXIV.	Madras	860¾	860¾	860¾	(*a*³) 828¾	838¼	838
	Total	3,981¾	3,869	3,266½	3,241½	3,257¼	2,587
	ASSISTED COMPANIES.						
XXV.	Delhi-Umballa-Kalka	—	—	—	—	—	—
XXVI.	Tarkessur	—	22	22¼	22¼	22¼	22¼
	Bengal Central	114	125¼	125¼	Transferred to "State lines worked		
	Tota.	114	147¼	147½	22¼	22¼	22¼

* Although for convenience classed amongst State railways this

N.B.—The figures in this statement have been corrected from the progress

at the end of each OFFICIAL YEAR commencing from 1883–84.

1889–90.	1890–91.	1891–92.	1892–93.	1893–94.	1894–95.	Remarks.
Miles.	Miles	Miles.	Miles.	Miles.	Miles.	
1,525½	1,525½	1,525½	(c) 1,613¼	1,613¾	1,672¼	
ted with the East Indian Railway on the 1st January 1889.					—	(a) Excluding the Benares Branch transferred to the Oudh and Rohilkhand Railway on the 1st October 1887.
57¼	57¼	57¼	(d)	—	—	(b) Including the Dildárnagar-Gházipur Railway incorporated on the 1st January 1889.
the 1st July 1884.		—	—	—	—	(c) Including the late Nalháti and the Patna-Gya (State) Railways incorporated on the 1st April and the 1st July 1892 respectively.
501¾	831½	831½	861¾	861¾	860¾	(d) Incorporated with the East Indian Railway on the 1st July 1892.
677¼	677¼	677¼	677¼	677¼	677¼	(e) Including the late Nágpur-Chhattisgarh (State) Railway and the Katni-Umaria branch taken over on the 1st April 1888.
rated with the Indian Midland Railway on the 1st March 1889.						(f) Including the Sindia (State) Railway taken over on the 1st March 1889.
cluded with the mileage of the Bombay, Baroda, and Central India Railway.						(g) Excluding 1½ miles at Warora retained by the colliery to be used as a siding.
13	13	13	13	13	13	(h) This line was originally made by the Canal authorities for constructional purposes of the Sirhind Canal. It was handed over to the Sind, Punjab, and Delhi Railway Company for experimental working for one year from the 1st April 1883. The section from Rupar to Nálagarh (16 miles) was closed for passenger traffic in July 1883. The whole line was abandoned in July 1884.
—	—	—	25	45	115½	(i) Including the Bezwada-Godávari section of the East Coast (State) Railway opened for traffic on the 20th February 1893.
State."	(g) 45	45	45	45	45	(j) Excluding the portion of the East Coast (State) Railway referred to under (i) re-transferred to the State for working from 1st January 1895.
145½	145½	145½	145½	145¼	145½	(k) Treated as an integral part of the East Coast (State) Railway.
lines worked by the State."			—	—	—	(l) Including the late Indus Valley, Punjab Northern, and Sind Pishin (State) lines, and the Sind, Punjab, and Delhi Guaranteed Railway, also 6½ miles, Ganda Singh bandar to Ferozepore opened on the 27th April 1885, and the metre gauge line from Lála Músa to Malakwál (45 miles) converted to and opened on the standard gauge on the 10th February 1886.
—	—	—	—	—	—	(m) Excluding the portions, Gházi Ghât to Dera Ghâzi Khan, 4 miles, and Chenab West Bank to Muzefferabad, 5 miles, closed to traffic in May 1888.
21½	21½	21½	(i) 112½	(j) 21½	(k)	(n) Darya Khan to Dera Ismail Khan Ferry line dismantled and mileage corrected.
2,941¾	3,316½	3,316½	3,493¼	3,422¾	3,529¼	(o) Including the Jammu and Kashmir Railway (British Section), but excluding portion of the old Quetta loop, 90¼ miles, under reconstruction.
by the Bengal-Nágpur Railway Company on the 1st April 1888.						(p) Including the Amritsar Pathánkot Railway and 6 miles of military line not used for public traffic.
46½	Transferred on the 1st January 1891 to "State lines worked by Companies."					(q) Transferred on the 1st January 1886 from "State lines worked by the State."
(n) 2,368	2,368¼	(o) 2,355	(p) 2,427¼	2,427¾	2,429¼	(r) Incorporated with the North-Western (State) Railway on the 1st April 1892.
Railway on the 1st January 1886.			—	—	—	(s) Amalgamated with the North-Western (State) Railway on the 1st April 1891.
64¾	64¾	66½	(r)	—	—	(t) Including the late Calcutta and South-Eastern (State) Railway, the Porádaha Branch of the Northern Bengal (State) Railway, and the late Eastern Bengal Guaranteed Railway.
8⅓	8⅓	(s)	—	—	—	(u) Decrease due to alterations at Goalundo, and minor corrections of mileage.
—	—	—	59	59	59	(v) *Vide* note (j) above.
692½	692½	692½	692½	741	796½	(w) *Vide* note (k) above.
231	249	248¼	248¼	248½	248½	(a¹) Including the Benares Branch taken over from the East Indian Railway on the 1st October 1887.
the 1st July 1884.		—	—	—	—	(a²) Including the Pátri branch now treated as part of the Bombay, Baroda, and Central India Railway.
125	125	125	125	125	125	(a³) Excluding the Bellary Branch (Guntakal to Bellary) purchased by and handed over to the Southern Mahratta Railway Company on the 1st February 1887.
6¼	6¼	6¼	6¼	6⅓	6¼	
—	—	—	—	(v) 269⅓	(w) 375	
3,542½	3,514¼	3,493½	3,558¼	3,876⅓	4,039½	
to "State lines worked by the State."			—	—	—	
by the State on the 1st January 1889. *See* "State lines worked by the State."						
and absorbed into the North-Western (State) Railway system.						
1,288½	1,288½	1,288½	1,286¾	1,286¾	1,286¾	
460¾	460¾	460¾	460¾	460¾	460¾	
839¼	839¼	839¼	839¼	839¼	839¼	
2,588¼	2,588¼	2,588¼	2,586¾	2,586¾	2,586¾	
—	162	162¼	161⅓	161⅓	161⅓	
22¼	22¼	22¼	22¼	22¼	22¼	
by the State."	—	—	—	—	—	
22¼	184¼	184½	183¾	183¾	183¾	

line is the property of the Bengal Central Railway Company.
statements published in Part II. of the Annual Administration Reports, Appendix D.

APPENDIX G.—LENGTH of RAILWAYS open for PUBLIC TRAFFIC at the

Serial No.	Railway.	1883–84.	1884–85.	1885–86.	1886–87.	1887–88.	1888–89.
	Standard Gauge—cont.						
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
XXVII.	Khámgaon	8	8	8	7½	7½	7½
XXVIII.	Amráoti	6	6	6	5½	5½	5½
XXIX.	Bhopal-Itársi (Native State Section)	—	44	44	44	44	44
XXX.	The Nizam's Guaranteed State (*a*)	—	121	121	(*b*)204½	274	329¼
XXXI.	The Gaekwar's Petlád	—	—	—	—	—	—
XXXII.	Kolar Gold Fields	—	—	—	—	—	—
	Rájpura-Patiála	—	16	Transferred on the 1st January 1886 to			
	Total	14	195	179	261½	331	386¼
	LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.						
XXXIII.	Rájpura-Bhátinda (*e*)	—	—	16	16	15	16
XXXIV.	Jammu and Kashmir (Native State Section)	—	—	—	—	—	—
	The Nizam's Guaranteed State	121	Transferred on the 1st January 1885 to "Lines owned				
	Total	121	—	16	16	15	16
	*Total Standard Gauge	7,312¾	7,421½	7,564	7,990½	8,489½	9,117½
	Metre Gauge.						
	STATE LINES WORKED BY COMPANIES.						
	Bengal-Nágpur	Late Nágpur-Chhattisgarh (State) Railway.				149	Converted
XXXVII.	Bengal and North-Western :—†						
	Tirhoot Section	Transferred on the 1st July 1890 from "State Lines worked by the					
	Company's Section	Transferred from "Assisted Companies."				—	—
XXXVIII.	Rohilkund and Kumaon (Lucknow-Bareilly Section).	Includes the Bareilly-Pilibhit and Lucknow-Sitapur-Seramau Rail-					
	Bareilly-Pilibhit	—	36	36	36	36	36
	Lucknow-Sitapur-Seramau	—	—	—	55½	106	Transferred
XXXIX.	Rajputana-Malwa	—	(*g*)1,414	1,414	(*h*)1,667¾	1,667¾	(*i*)1,665
XL.	Pálanpur-Deesa	—	—	—	—	—	—
XLI.	Southern Mahratta	—	—	(*j*)315¼	(*k*)597½	(*l*)853	854½
XLII.	Guntakal-Mysore Frontier	Transferred from the South Indian Railway.				—	—
XLIII.	Southern Mahratta (Mysore Section) (*n*)	—	—	—	139¾	139¾	219¼
XLIV.	South Indian	Purchased by Government from the late Guaranteed Company on the 1891.					
	Cuddapah-Nellore	—	—	—	—	82¾	See Villu-
	Villupuram-Guntakal	See Cuddapah Nellore.		—	—	—	82¾
	Bellary-Kistna	Included with the Southern-Mahratta, but shown separately in					
XLV.	Máyavaram-Mutupet	—	—	—	—	—	—
	Total	—	1,450	1,765¼	2,496⅔	3,034¼	2,857½
	STATE LINES WORKED BY THE STATE.						
	Nágpur-Chhattisgarh	149	149	149	149	Taken over by the	
	Tirhoot	193	227	225¾	245¾	259¼	273¼
	Lucknow-Sitapur-Seramau	Transferred on 1st January 1889 from "State Lines worked by Companies."					104¾
	Rajputana-Malwa	1,260⅞	Leased to the Bombay, Baroda, and Central India Rail-				
	Punjab Northern	71¾	71¾	Part converted to standard gauge and trans-			
	North-Western (State)	—	—	(*r*)27	(*s*)10	10	10
	Cawnpore-Achnera (including Cawnpore-Farukhabad and Hathras-Muttra-Achnera).	—	249	253¼	Leased to the Bombay, Baroda, and amalgamated with		
	Cawnpore-Farukhabad	86	} Amalgamated with the Cawnpore-Achnera Railway.				
	Hattras-Muthra-Achnera	52					
	Northern Bengal (including the Kaunia-Dharlla, 2′ 6″ gauge branch).	271¼	286	285¾	285¾	Amalgamated with	
XLVII.	Eastern Bengal (State) :—						
	Northern and Behar Sections (including the Kaunia-Dharlla, 2′ 6″ gauge branch).	Transferred from the Northern Bengal (State) Railway.				356	355¼
	Dacca Section	—	10¼	85¾	86	86	86
XLVIII.	Burma (State)	260	260	333	333	333	333
	Toungoo-Mandalay	—	—	—	—	—	222
	Mu Valley	—	—	—	—	—	—
	Total	2,343¾	1,253	1,859½	1,109½	1,044¼	1,384¼
	LINE WORKED BY GUARANTEED COMPANY.						
	South Indian	654½	654½	654½	654½	654½	654½
	Total	654½	654½	654½	654½	654½	654½

* N.B.—The figures in this statement have been corrected from the progress

† Although for convenience classed amongst State Railways, the Company's section

end of each OFFICIAL YEAR commencing from 1883–84—*continued.*

1889–90.	1890–91.	1891–92.	1892–93.	1893–94.	1894–95.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
$7\frac{1}{2}$	$7\frac{1}{2}$	$7\frac{1}{2}$	$7\frac{1}{2}$	$7\frac{1}{2}$	$7\frac{1}{2}$
$5\frac{1}{2}$	$5\frac{1}{2}$	$5\frac{1}{2}$	$5\frac{1}{2}$	$5\frac{1}{2}$	$5\frac{1}{2}$
44	44	44	44	44	44
$329\frac{1}{4}$	(*c*)$332\frac{1}{4}$	(*d*)$329\frac{3}{4}$	(*c*)$332\frac{1}{4}$	$332\frac{1}{4}$	$332\frac{1}{4}$
—	$13\frac{1}{4}$	$13\frac{1}{4}$	$13\frac{1}{4}$	$13\frac{1}{4}$	$13\frac{1}{4}$
—	—	—	—	—	10
"Lines owned by Native States and worked by State Railway Agency."					
$386\frac{1}{4}$	$402\frac{1}{2}$	400	$402\frac{1}{2}$	$402\frac{1}{2}$	$412\frac{1}{2}$
108	$107\frac{3}{4}$	$107\frac{3}{4}$	108	108	108
16	16	16	16	16	16
by Native States and worked by Companies."					
124	$123\frac{3}{4}$	$123\frac{3}{4}$	124	124	124
9,605	10,129$\frac{1}{3}$	10,106$\frac{1}{2}$	10,348$\frac{1}{2}$	10,596$\frac{1}{4}$	10,875$\frac{3}{4}$
to the standard gauge on the 27th November 1888 and Tumsar branch abandoned.					
State"	$329\frac{1}{4}$	$341\frac{3}{4}$	$341\frac{3}{4}$	$341\frac{3}{4}$	$341\frac{3}{4}$
—	$375\frac{3}{4}$	$414\frac{1}{2}$	$414\frac{1}{2}$	$420\frac{1}{2}$	$420\frac{1}{2}$
ways.	$140\frac{3}{4}$	$198\frac{1}{2}$	$221\frac{3}{4}$	$229\frac{1}{2}$	$231\frac{1}{4}$
36	(*f*)				
to "State Lines worked by the State."					
1,672$\frac{1}{4}$	1,672$\frac{1}{4}$	1,674	1,674	1,674	1,674
—	—	—	—	$17\frac{3}{4}$	$17\frac{1}{4}$
$977\frac{3}{4}$	1,043$\frac{3}{4}$	1,043$\frac{3}{4}$	1,043$\frac{3}{4}$	1,043$\frac{3}{4}$	1,042
—	—	—	(*m*)63	$119\frac{1}{2}$	$119\frac{1}{2}$
$296\frac{1}{4}$	$295\frac{3}{4}$	$311\frac{1}{4}$	$331\frac{1}{4}$	(*o*)296	296
1st January	(*p*)$900\frac{3}{4}$	1,105$\frac{1}{4}$	(*q*)1,042$\frac{1}{4}$	1,041$\frac{1}{2}$	1,041$\frac{1}{2}$
puram-Guntakal.					
$82\frac{3}{4}$	Incorporated with the South Indian Railway.				
Appendix F.					
—	—	—	—	—	54
3,065	4,758$\frac{1}{4}$	5,089	5,132$\frac{1}{4}$	5,183$\frac{3}{4}$	5,238
Bengal-Nágpur Railway Company on the 9th May 1887.					
$273\frac{1}{4}$	Transferred on the 1st July 1890 to "State Lines worked by Companies."				
$104\frac{3}{4}$	(*f*)				
way Company from the 1st January 1885.					
ferred to the North-Western (State) Railway on the 1st January 1886.					
Part converted to standard gauge and part abandoned.					
and Central India Railway Company from the 1st October 1886,					
the Rájputana-Malwa Railway System.					
the Eastern Bengal (State) Railway on the 1st April 1887.					
$429\frac{1}{2}$	$443\frac{1}{4}$	$442\frac{3}{4}$	$478\frac{1}{4}$	$478\frac{1}{4}$	$478\frac{1}{2}$
86	86	86	86	86	86
333	336	$558\frac{1}{2}$	$717\frac{1}{2}$	730	$745\frac{1}{2}$
220	220				
—	—	59			
1,446$\frac{1}{2}$	1,085$\frac{1}{4}$	1,146$\frac{1}{4}$	1,281$\frac{3}{4}$	1,294$\frac{1}{4}$	1,310
$654\frac{1}{2}$	Purchased by Government on the 1st January 1891. See "State Lines worked by companies."				
$654\frac{1}{2}$	—	—	—	—	—

Remarks.

(*a*) Transferred on the 1st January 1885 from "Lines owned by Native States and worked by State Railway Agency."

(*b*) Excluding $3\frac{1}{2}$ miles which were formerly counted twice over.

(*c*) Including the Trimulgherry troop siding previously omitted.

(*d*) Excluding the Trimulgherry troop siding.

(*e*) Transferred on the 1st January 1886 from "Lines owned by Native States and worked by Companies."

(*f*) Included with the Rohilkund and Kumaon Railway (Lucknow-Bareilly Section) from the 1st January 1891, up to which date the open length of the Lucknow-Pilibhit Section, *i.e.*, the Lucknow-Sitapur-Seramau Railway was worked by the Oudh and Rohilkhand Railway, *i.e.*, by the late Guaranteed Company up to 31st December 1888, and then by State Agency up to 31st December 1890.

(*g*) Including mileage transferred from "State Lines worked by the State" on the 1st January 1885.

(*h*) Including the Cawnpore-Achnera railway system from the 1st October 1886.

(*i*) Decrease due to standard gauge line from Agra East Bank (junction with East Indian Railway) to Agra Cantonment, having been included in the total open mileage of the metre gauge system in previous years.

(*j*) Including $101\frac{1}{4}$ miles opened during 1885; balance 214 miles transferred from "Assisted Companies."

(*k*) Including the Bellary branch of the Madras Railway, which was purchased by the Southern Mahratta Railway Company on the 1st February 1887, and converted from standard to metre gauge on the 16th May 1887.

(*l*) Including the Bellary-Kistna (State) Railway ($88\frac{3}{4}$ miles), which was taken over by the Southern Mahratta Railway Company on the 1st January 1888.

(*m*) Previously included with the South Indian Railway.

(*n*) Transferred from "Lines owned and worked by Native States."

(*o*) Excluding the Yesvantpur-Dodballapur and Mysore-Nanjangúd Sections now shown against Nos. LIX. and LX., respectively.

(*p*) Including the Cuddapah-Nellore (Villupuram-Guntakal) Railway, $82\frac{3}{4}$ miles.

(*q*) Excluding the Guntakal-Mysore Frontier Section now shown against No. XLII.

(*r*) Transferred from the Punjab Northern (State) Railway, less 45 miles Lála (Músa to Malakwál) superseded by the standard gauge line opened on the 10th February 1886.

(*s*) Hirók to Kótal Darwáza. Excluding 17 miles of the late Punjab Northern (State) Railway (Malakwál to Bhera) superseded by the standard gauge line opened on the 15th March 1887, and 10 miles (Miani to Khewra) abandoned.

statements published in Part II. of the annual Administration Reports, Appendix D.
of this line is the property of the Bengal and North-Western Railway Company.

APPENDIX G.—LENGTH of RAILWAYS open for PUBLIC TRAFFIC at

Serial Number.	Railway.	1883–84.	1884–85.	1885–86.	1886–87.	1887–88.	1888–89.
	Metre Gauge—concluded.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	ASSISTED COMPANIES.						
	Bengal and North-Western	—	303	303	376¼	376¼	376¼
LI.	Deoghur	5½	5⅓	4	4⅝	4¾	4¾
LII.	Rohilkund and Kumaon (Company's Section).	—	54½	54½	54½	54½	54½
LIII.	Bengal Dooars	—	—	—	—	—	—
LIV.	Dibru-Sadiya	38½	77½	77⅓	77½	77½	77½
	Southern Mahratta	40½	214	Transferred to "State Lines worked by Com			
	Total	84½	654½	439	513	513	513
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.						
LVII.	The Gaekwar's Mehsána	—	—	—	21	20¾	27¾
LVIII.	Kolhápur	—	—	—	—	—	—
LIX.	Yesvantpur-Mysore Frontier	—	—	—	—	—	—
LX.	Mysore-Nanjungúd	—	—	—	—	—	—
	Total	—	—	—	21	20¾	27¾
	LINES OWNED AND WORKED BY NATIVE STATES.						
LXI.	Jodhpore-Bickaneer—						
	Jodhpore Section	18½	64	64	123¾	123¾	123¾
	Bickaneer Section	—	—	—	—	—	—
LXII.	Bhávnagar-Gondal-Junágarh-Porbandar	193	193	193½	193½	193½	259¾
	Mysore	87	140	140	Transferred on 1st July 1886		
LXIII.	Jetalsar-Rájkot	—	—	—	—	—	—
	Total	298⅓	397	397¼	317	317	383⅓
	FOREIGN LINES.						
LXVI.	West of India Portuguese	—	—	—	41	51	51
LXVII.	Pondicherry	7¾	7¾	7¾	7¾	7¾	7¾
	Total	7¾	7¾	7¾	48¾	58¾	58¾
	Total metre gauge	3,389	4,416¾	4,623¼	5,160¼	5,642½	5,879
	Special Gauges.						
	STATE LINES WORKED BY THE STATE.						
	Nalháti (4′ 0″)	27¼	27¼	27¼	27¼	27¼	27¼
	Cherra-Companyganj (2′ 6″)	—	—	—	7⅔	7⅔	7⅔
LXVIII.	Jorhát (2′ 0″)	—	32¼	29¼	26¾	30¾	30¾
	Total	27¼	59½	56⅓	61⅓	65½	65⅓
	ASSISTED COMPANIES.						
LXIX.	Darjeeling-Himalayan (2′ 0″)	50	51	51	51	51	51
	Thatón Duyinzáik (2′ 6″)	—	8	8	8	8	8
	Total	50	59	59	59	59	59
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.						
LXX.	The Gaekwar's Dabhoi (2′ 6″)	58¾	58¾	58¾	58¾	58¾	58¾
	LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.						
LXXII.	Cooch Behar (2′ 6″)	—	—	—	—	—	—
	LINE OWNED AND WORKED BY NATIVE STATE.						
LXXIII	Morvi (2′ 6″)	—	—	24	68	68	68
	Total special gauges	136	177¼	198¼	247¼	251¼	251¼
	Total of all railways	10,837¾	12,015½	12,385½	13,398	14,383¼	15,247¾

N.B.—The figures in this statement have been corrected from the progress

the end of each OFFICIAL YEAR commencing from 1883-84— *concluded.*

1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	Remarks.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
$375\frac{3}{4}$	Transferred to "State Lines worked by Companies."					
$4\frac{3}{4}$	$4\frac{3}{4}$	$4\frac{3}{4}$	$4\frac{3}{4}$	$4\frac{3}{4}$	$4\frac{3}{4}$	
$54\frac{1}{2}$	$54\frac{1}{2}$	54	54	54	54	
—	—	—	27	$32\frac{1}{2}$	$36\frac{1}{2}$	
$77\frac{1}{2}$	$77\frac{1}{2}$	$77\frac{1}{2}$	$77\frac{1}{2}$	$77\frac{1}{2}$	$77\frac{1}{2}$	
panies."						
$512\frac{1}{2}$	$136\frac{3}{4}$	$136\frac{1}{4}$	$163\frac{1}{4}$	$168\frac{1}{2}$	$172\frac{3}{4}$	
$27\frac{3}{4}$	68	$92\frac{3}{4}$	$92\frac{3}{4}$	$92\frac{3}{4}$	$92\frac{3}{4}$	
—	—	29	29	29	29	
—	—	—	—	(*a*) $51\frac{1}{2}$	$51\frac{1}{4}$	(*a*) Including the Yesvantpur-Dodballapur Section previously included with the Southern-Mahratta (Mysore Section).
—	—	—	—	(*b*) $15\frac{1}{4}$	$15\frac{1}{4}$	(*b*) Previously included with the Southern-Mahratta (Mysore Section).
$27\frac{3}{4}$	68	$121\frac{3}{4}$	$121\frac{3}{4}$	$188\frac{1}{2}$	$188\frac{1}{4}$	
$123\frac{3}{4}$	$123\frac{3}{4}$	$247\frac{1}{2}$	364	364	364	
—	—	$43\frac{1}{2}$				
(*c*) $333\frac{1}{4}$	$333\frac{1}{2}$	$333\frac{1}{2}$	$333\frac{1}{2}$	$333\frac{3}{4}$	334	(*c*) Including the Bhavnagar dock estates and the Junágarh quarry lines previously omitted.
to "State Lines worked by Companies."						
—	—	—	—	$46\frac{1}{4}$	$46\frac{1}{4}$	
457	$457\frac{1}{4}$	$624\frac{1}{2}$	$697\frac{1}{2}$	744	$744\frac{1}{4}$	
51	51	51	51	51	51	
$7\frac{3}{4}$	$7\frac{3}{4}$	$7\frac{3}{4}$	$7\frac{3}{4}$	$7\frac{3}{4}$	$7\frac{3}{4}$	
$58\frac{3}{4}$	$58\frac{3}{4}$	$58\frac{3}{4}$	$58\frac{3}{4}$	$58\frac{3}{4}$	$58\frac{3}{4}$	
6,222	6,564$\frac{1}{4}$	7,176$\frac{1}{2}$	7,455$\frac{1}{4}$	7,637$\frac{3}{4}$	7,712	
$27\frac{1}{4}$	$27\frac{1}{4}$	$27\frac{1}{2}$	(*d*)			(*d*) Incorporated with the East Indian Railway from the 1st April 1892 and opened on the 15th July of the same year on the standard gauge under the name of the Azimganj branch.
$7\frac{1}{2}$	$7\frac{1}{2}$	8	(*e*)			(*e*) Now treated as a steam tramway.
$28\frac{1}{2}$	$28\frac{1}{2}$	$28\frac{1}{2}$	$28\frac{1}{4}$	28	28	
$63\frac{1}{4}$	$63\frac{1}{4}$	64	$28\frac{1}{4}$	28	28	
51	51	51	51	51	51	
8	8	8	(*e*)			
59	59	59	51	51	51	
$58\frac{3}{4}$	$71\frac{3}{4}$	$71\frac{3}{4}$	$71\frac{3}{4}$	$71\frac{3}{4}$	$71\frac{3}{4}$	
—	—	—	—	$22\frac{1}{4}$	$22\frac{1}{4}$	
$93\frac{1}{4}$	$93\frac{3}{4}$	$93\frac{3}{4}$	$93\frac{3}{4}$	$93\frac{3}{4}$	$94\frac{1}{2}$	
$274\frac{1}{4}$	$287\frac{3}{4}$	$288\frac{1}{4}$	$244\frac{3}{4}$	$266\frac{3}{4}$	$267\frac{1}{2}$	
16,101$\frac{1}{4}$	16,981$\frac{1}{2}$	17,571$\frac{1}{4}$	18,048$\frac{1}{2}$	18,500$\frac{3}{4}$	18,855$\frac{1}{4}$	

statements published in Part II. of the Annual Administration Reports, Appendix D.

APPENDIX H.—STATEMENT showing the TOTAL APPROXIMATE EARNINGS from the 1st January to the 31st March 1895 as compared with the actuals of the corresponding periods of 1893 and 1894.

Serial Number.	Railway.	1st January to 31st March 1893.	1st January to 31st March 1894.	1st January to 31st March 1895.
	Standard Gauge.			
	STATE LINES WORKED BY COMPANIES.	Rs.	Rs.	Rs.
I.	East Indian - - -	1,31,61,337	1,45,53,258	1,43,33,884
II.	Bengal-Nágpur - - -	20,78,961	23,57,297	24,73,880
III.	Indian Midland - - -	12,86,802	14,10,815	13,14,831
V.	Godhra-Rutlam - - -	(*a*) 16,297	26,507	2,74,496
	Bezwada Extension - -	(*b*) 56,829	26,389	(*c*)
	Total - - -	1,66,00,226	1,83,74,266	1,83,97,091
	STATE LINES WORKED BY THE STATE.			
X.	North-Western (State) (*d*) -	74,22,434	82,84,531	88,61,744
XI.	Hyderabad-Shadipalli - -	33,228	42,597	44,108
XII.	Oudh and Rohilkhand (State) -	23,65,497	26,25,371	31,59,636
XIII.	Eastern Bengal (State) (*e*) -	26,01,910	31,90,713	34,96,631
XIV.	Bengal Central - - -	2,03,220	2,00,837	2,23,945
XV.	Calcutta Port Commissioners' -	Returns not received.		—
XVI.	East Coast (State) - -	—	3,23,665	4,82,381
	Total - -	1,26,26,289	1,46,67,714	1,62,68,445
	LINES WORKED BY GUARANTEED COMPANIES.			
XXII.	Great Indian Peninsula (*f*) -	1,15,65,769	1,22,51,323	1,02,39,592
XXIII.	Bombay, Baroda, and Central India	40,62,772	42,51,998	45,48,225
XXIV.	Madras - - - -	26,48,251	25,28,625	28,05,037
	Total - - -	1,82,76,792	1,90,31,946	1,75,92,854
	ASSISTED COMPANIES.			
XXV.	Delhi-Umballa-Kalka - -	2,80,959	3,24,116	3,70,956
XXVI.	Tarkessur - - -	78,073	84,970	86,428
	Total - - -	3,59,032	4,09,086	4,57,384
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.			
XXIX.	Bhopal-Itársi (Native State Section) (*g*) - - -	1,56,647	1,43,333	1,15,595
XXX.	The Nizam's Guaranteed State -	7,51,645	7,27,506	8,74,291
XXXI.	The Gaekwar's Petlád - -	17,998	16,522	17,522
XXXII.	Kolar Gold-fields - - -	—	—	32,203
	Total - - -	9,26,290	8,87,361	10,39,611
	LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.			
XXXIII.	Rájpura-Bhátinda - - -	1,59,025	2,14,395	4,77,570
	Total standard gauge -	4,89,47,654	5,35,84,768	5,42,32,955
	Metre Gauge.			
	STATE LINES WORKED BY COMPANIES.			
XXXVII.	Bengal and North-Western—			
	Tirhoot Section - - -	15,56,752	14,51,299	16,12,238
	Company's Section - -			
XXXVIII.	Rohilkund and Kumaon (Lucknow-Bareilly Section) - -	2,09,588	2,62,986	2,75,663
XXXIX.	Rajputana-Malwa - - -	64,34,928	68,57,199	68,15,806
XL.	Pálanpur-Deesa - - -	—	10,140	11,199
XLI.	Southern Mahratta - -	14,15,249	14,51,225	15,66,987
XLII.	Guntakal-Mysore Frontier -	26,324	94,456	1,08,300
XLIII.	Southern Mahratta (Mysore Section)	4,29,686	3,42,227	3,60,858
XLIV.	South Indian - - -	20,11,363	17,41,969	20,47,000
XLV.	Máyavaram-Mutupet - -	—	—	47,599
	Total - -	1,20,83,890	1,22,11,501	1,28,45,650

(*a*) Total earnings from the date of opening, viz., 16th January 1893.
(*b*) Including the Bezwada-Godávari Section of the East Coast (State) Railway from the date of opening, viz., 20th February 1893.
(*c*) Included with the East Coast (State) Railway.
(*d*) Including the Jammu and Kashmir Railway.
(*e*) Including the metre and special gauge sections.
(*f*) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon, and the Amráoti Railways.
(*g*) Including the Bhopál-Itársi (British Section).

APPENDIX H.—STATEMENT showing the TOTAL APPROXIMATE EARNINGS from the 1st January to the 31st March 1895 as compared with the actuals of the corresponding periods of 1893 and 1894—*concluded.*

Serial Number.	Railway.	1st January to the 31st March 1893.	1st January to the 31st March 1894.	1st January to the 31st March 1895.
	Metre Gauge—cont.			
	STATE LINE WORKED BY THE STATE.	Rs.	Rs.	Rs.
XLVIII.	Burma (State)	24,85,662	22,15,904	22,17,366
	ASSISTED COMPANIES.			
LI.	Deoghur	Returns not received.		—
LII.	Rohilkund and Kumaon (Company's Section)	74,320	1,24,501	79,682
LIII.	Bengal-Dooars	(*a*) 9,871	28,701	38,769
LIV.	Dibru-Sadiya	1,22,750	1,38,466	1,55,605
	Total	2,06,941	2,91,668	2,74,056
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.			
LVII.	The Gaekwar's Mehsána	94,092	1,19,579	99,122
LVIII.	Kolhápur	31,794	30,519	29,470
LIX.	Yesvantpur-Mysore Frontier	6,478	40,866	46,887
LX.	Mysore-Nanjangúd	7,612	8,212	9,084
	Total	1,39,976	1,99,176	1,84,563
	LINES OWNED AND WORKED BY NATIVE STATES.			
LXI.	Jodhpore-Bickaneer—			
	Jodhpore Section	2,21,317	3,35,294	2,78,561
	Bickaneer Section	17,929	20,539	21,839
LXII.	Bhávnagar-Gondal-Junágarh-Porbandar	5,75,502	5,54,315	5,10,961
LXIII.	Jetalsar-Rájkot	—	38,549	45,108
	Total	8,14,748	9,48,697	8,56,469
	FOREIGN LINES.			
LXVI.	West of India Portuguese	Returns not received.		—
LXVII.	Pondicherry			
	Total metre gauge	1,57,31,217	1,58,66,946	1,63,78,104
	Special Gauges.			
	STATE LINE WORKED BY THE STATE.			
LXVIII.	Jorhát (2′ 0″)	13,274	14,392	16,265
	ASSISTED COMPANY.			
LXIX.	Darjeeling-Himalayan (2′ 0″)	Returns not received.	1,32,042	1,48,954
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.			
LXX.	The Gaekwar's Dabhoi (2′ 6″)	72,606	72,723	52,002
	LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.			
LXXII.	Cooch Behar (2′ 6″)	Returns not received.	6,661	17,040
	LINE OWNED AND WORKED BY NATIVE STATE.			
LXXIII.	Morvi (2′ 6″)	79,882	85,419	84,808
	Total special gauges	1,65,762	3,11,237	3,19,069
	Total of all Railways	6,48,44,633	6,97,62,951	7,09,30,128

(*a*) Total earnings from the date of opening, viz., 15th January 1893.

APPENDIX I.—STATEMENT showing the QUANTITIES of the principal COMMODITIES carried, and compared with the

Classification No.	Description of Commodity.	STANDARD STATE LINES WORKED							
		I.—East Indian.				II.—Bengal-Nágpur.			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs
I.	Coal and coke carried for the public and foreign railways.	1,920,239	2,144,227	72,69,963	79,44,220	512,487	519,437	4,17,318	4,21,297
II.	Cotton, raw	28,704	35,583	5,15,362	7,75,360	2,587	3,241	37,012	58,356
III.	Cotton, manufactured	80,454	81,527	21,54,397	22,24,977	10,062	10,707	1,12,274	1,23,592
IV.	Drugs and chemicals	4,677	4,312	1,04,998	96,470	374	306	6,921	5,092
V.	Dyes and tans	23,429	21,954	4,47,076	4,76,607	17,042	20,840	1,43,798	1,67,124
VI.	Grain and pulse	660,291	869,779	47,58,602	61,94,725	202,140	222,409	17,29,655	19,38,470
VII.	Hides and skins	25,217	29,283	4,11,529	4,30,723	2,662	3,367	24,964	30,068
VIII	Horns	631	598	11,742	10,803	—	283	—	2,774
IX.	Jute	71,246	75,897	8,46,936	9,07,176	4,501	5,016	53,312	64,632
X.	Lac	16,340	19,617	2,29,245	2,75,590	5,048	5,327	22,153	31,879
XI.	Leather, manufactured	2,258	2,191	71,144	71,044	45	173	472	1,580
XII.	Liquors	6,229	6,746	1,39,922	1,48,451	800	705	4,744	4,532
XIII.	Metals	85,706	67,764	12,46,579	10,08,010	5,251	4,322	55,387	54,738
XIV.	Oils	59,666	57,296	7,34,441	6,68,954	8,145	6,729	1,25,492	90,496
XV.	Oil-seeds	440,701	361,804	33,18,509	31,51,459	71,161	57,485	5,86,328	5,45,975
XVI.	Opium	7,904	7,386	1,87,103	1,78,023	10	42	340	1,225
XVII.	Paper and paste-board	5,413	5,563	87,710	88,814	256	339	6,552	9,262
XVIII.	Provisions	60,423	66,955	8,76,710	9,46,930	4,664	7,346	46,666	81,205
XIX.	Railway plant and rolling stock carried for the public and foreign railways.	44,634	71,775	3,59,760	6,44,035	41,308	47,175	1,62,278	1,94,927
XX.	Salt	236,295	8,801	11,71,649	12,37,424	38,651	41,308	2,43,611	2,60,624
XXI.	Saltpetre, &c.	36,130	43,094	3,68,150	4,28,821	—	—	—	—
XXII.	Silk, raw	1,231	959	17,006	13,879	325	246	4,849	4,115
XXIII.	Silk piece-goods	218	196	7,562	7,066	—	—	—	—
XXIV.	Spices	19,162	20,446	4,35,227	4,48,631	2,254	3,151	36,978	57,127
XXV.	Stone and lime	155,576	161,242	6,27,082	6,24,703	4,848	11,011	18,818	38,957
XXVI.	Sugar	181,873	195,360	11,13,478	8,80,886	7,784	6,905	1,10,354	86,052
XXVII.	Tea	1,463	1,611	35,688	33,288	178	248	1,135	2,491
XXVIII.	Timber	34,904	35,598	1,69,681	1,54,760	24,529	21,138	1,07,871	88,347
XXIX.	Tobacco	35,484	30,373	4,13,636	3,33,465	1,718	2,084	15,726	22,125
XXX.	Wool, raw	846	803	17,820	16,728	—	—	—	—
XXXI.	Wool, manufactured	1,477	1,501	51,482	51,560	—	—	—	—
XXXII.	All other articles of merchandise	267,635	237,748	27,12,567	23,39,786	31,463	38,036	1,87,441	1,92,706
	Total	4,516,450	4,947,929	3,09,12,756	3,33,08,368	1,000,275	1,039,376	42,62,949	45,79,768

the EARNINGS therefrom on the STANDARD and METRE GAUGE RAILWAYS during the Year 1894, as previous Year.

GAUGE.								
BY COMPANIES.				STATE LINES WORKED BY THE STATE.				
III.—Indian Midland (*a*).				X.—North-Western (State) (*b*).				Classification No.
Quantity.		Earnings.		Quantity.		Earnings.		
Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
3,960	2,849	8,864	11,227	25,894	23,371	89,459	65,288	I.
16,654	13,802	1,79,132	1,40,539	29,276	31,898	6,19,393	5,54,776	II.
14,030	10,748	2,67,188	1,88,793	37,042	40,691	9,00,819	9,78,580	III.
502	891	8,900	15,216	14,105	8,866	2,00,033	1,58,267	IV.
2,726	3,064	27,829	30,160	10,505	11,959	1,78,816	2,10,483	V.
104,629	133,093	5,28,270	12,10,903	777,865	1,012,899	56,57,510	74,60,340	VI.
6,029	4,680	58,341	54,487	15,155	14,943	1,78,520	1,67,957	VII.
602	5,841	3,258	32,701	319	240	3,064	3,065	VIII.
3,651	3,518	25,598	28,856	26,574	28,431	1,80,650	1,84,456	IX.
97	442	863	3,961	306	288	3,327	3,900	X.
534	430	8,847	8,004	1,757	1,936	36,401	40,019	XI.
1,255	1,554	19,340	20,974	12,589	12,401	1,93,216	1,86,317	XII.
6,756	6,342	72,379	65,994	38,096	38,925	6,58,311	6,74,636	XIII.
3,476	3,740	33,041	33,394	18,221	18,308	2,91,343	3,02,491	XIV.
74,428	54,775	5,41,089	3,88,178	193,111	180,188	21,63,127	19,50,467	XV.
183	136	1,240	1,072	90	102	451	781	XVI.
1,724	686	16,755	8,443	1,969	1,719	31,447	28,292	XVII.
10,699	14,481	1,09,676	1,37,733	74,490	75,046	8,49,845	8,61,195	XVIII.
804	43,029	9,841	2,42,316	32,321	59,881	1,74,953	2,07,290	XIX.
23,788	24,865	1,52,360	1,60,478	91,720	90,756	5,68,997	5,80,503	XX.
60	213	744	2,392	3,633	6,843	39,113	63,836	XXI.
1	1	22	25	292	276	4,710	4,471	XXII.
8	10	145	485	47	48	1,189	1,050	XXIII
3,181	4,118	38,486	51,898	6,973	8,751	96,975	1,24,493	XXIV.
18,874	14,692	37,852	28,910	101,158	136,575	1,66,678	2,23,737	XXV.
26,065	29,085	2,33,058	2,60,602	141,808	163,469	13,23,071	15,36,560	XXVI.
140	178	3,405	4,224	3,269	3,800	70,945	77,677	XXVII.
11,796	14,925	28,181	30,574	39,322	40,657	1,54,198	1,54,146	XXVIII.
3,058	2,787	39,239	31,152	14,334	14,168	1,55,905	1,62,693	XXIX.
37	85	637	1,382	13,446	16,069	4,84,401	5,81,035	XXX.
140	186	3,147	3,914	2,112	2,284	38,792	47,113	XXXI.
10,364	16,309	1,33,019	1,62,872	179,277	181,498	16,64,369	17,63,857	XXXII.
350,241	461,555	25,91,417	33,61,859	1,907,076	2,227,286	1,71,80,528	1,93,59,821	Total.

(*a*) Including the Bhopal-Itársi Railway.
(*b*) Including the Jammu and Kashmir Railway (Native State section).

APPENDIX I.—STATEMENT showing the QUANTITIES of the principal COMMODITIES carried, and compared with the

Classification No.	Description of Commodity.	STANDARD STATE LINES WORKED: I.—Hyderabad-Shadipalli. Quantity. Previous Year.	Quantity. 1894.	Earnings. Previous Year.	Earnings. 1894.	XII.—Oudh and Rohilkhand (State). Quantity. Previous Year.	Quantity. 1894.	Earnings. Previous Year.	Earnings. 1894.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Coal and coke carried for the public and foreign railways.	—	—	—	—	23,969	23,957	85,894	76,211
II.	Cotton, raw	2,352	6,676	7,170	19,917	4,918	5,176	47,973	58,325
III.	Cotton, manufactured	805	1,000	2,269	2,738	21,288	19,579	1,67,112	1,49,306
IV.	Drugs and chemicals	297	180	1,328	681	1,130	987	11,574	9,777
V.	Dyes and tans	94	153	238	346	4,955	5,583	46,543	50,893
VI.	Grain and pulse	12,330	4,701	23,107	8,146	222,042	484,309	9,46,239	28,67,047
VII.	Hides and skins	319	423	817	896	7,085	8,235	46,789	47,004
VIII.	Horns	—	1	—	—	498	467	2,860	2,404
IX.	Jute	535	657	1,076	1,153	8,912	10,151	48,494	56,441
X.	Lac	8	7	22	17	337	432	1,836	2,205
XI.	Leather, manufactured	26	44	87	123	546	505	6,328	5,278
XII.	Liquors	74	84	163	136	4,576	4,819	43,335	39,628
XIII.	Metals	740	462	1,076	954	24,514	19,530	1,50,517	1,22,520
XIV.	Oils	90	118	246	276	12,222	12,439	78,858	75,365
XV.	Oil-seeds	3,850	6,618	5,404	8,988	75,754	44,645	2,96,801	1,94,830
XVI.	Opium	—	—	—	2	907	850	26,469	26,149
XVII.	Paper and paste-board	3	5	6	15	2,002	1,940	10,397	11,541
XVIII.	Provisions	1,292	1,771	4,463	5,490	8,247	9,187	56,376	60,206
XIX.	Railway plant and rolling stock carried for the public and foreign railways.	—	26	—	1	865	4,209	938	5,940
XX.	Salt	239	275	202	224	80,971	79,834	3,33,845	3,30,057
XXI.	Saltpetre, &c.	66	105	128	149	988	1,354	4,744	5,800
XXII.	Silk, raw	26	26	79	77	1	2	4	22
XXIII.	Silk piece-goods	3	4	11	13	15	9	85	83
XXIV.	Spices	52	75	83	135	4,306	4,572	46,494	42,796
XXV.	Stone and lime	603	1,318	818	1,660	21,726	22,641	44,527	39,299
XXVI.	Sugar	914	1,191	1,824	2,155	170,765	227,491	7,97,347	9,23,431
XXVII.	Tea	2	1	2	1	611	410	8,483	5,214
XXVIII.	Timber	97	212	156	280	16,669	20,216	59,848	77,915
XXIX.	Tobacco	46	47	102	109	8,848	9,415	51,251	57,210
XXX.	Wool, raw	273	254	702	934	217	258	2,042	1,666
XXXI.	Wool, manufactured	6	15	13	34	212	238	2,860	2,859
XXXII.	All other articles of merchandise	1,614	1,841	2,949	3,811	107,476	120,967	4,31,760	4,90,127
	Total	26,756	28,240	54,541	59,401	837,572	1,144,407	38,58,563	58,37,549

the EARNINGS therefrom, on the STANDARD and METRE GAUGE RAILWAYS during the Year 1894, as previous Year—*continued.*

GAUGE—*continued.*

BY THE STATE—*continued.*

XIII.—Eastern Bengal (State).				XIV.—Bengal Central.				XV.—Calcutta Port Commissioners'.				Classification No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
324,659	355,746	1,23,413	1,35,698	20,390	20,421	21,184	21,041	—	—	—	—	I.
3,166	3,065	15,373	11,239	10	59	37	173	—	—	—	—	II.
43,482	41,122	3,97,177	3,86,136	5,127	4,790	12,438	12,451	—	—	—	—	III.
151	481	2,666	8,411	8	33	36	150	—	—	—	—	IV.
1,140	3,753	6,443	18,903	167	1,085	290	1,793	—	—	—	—	V.
185,873	204,601	6,39,662	6,97,393	14,852	11,028	25,199	17,122	—	—	—	—	VI.
15,843	14,187	75,905	71,365	567	484	1,371	1,176	—	—	—	—	VII.
51	77	276	318	1	2	7	9	—	—	—	—	VIII.
350,462	468,098	30,03,334	37,94,954	12,100	19,975	39,508	65,310	—	—	—	—	IX.
40	295	184	2,166	—	—	—	—	—	—	—	—	X.
235	408	2,463	4,312	12	59	62	209	—	—	—	—	XI.
464	1,198	6,042	15,820	12	31	49	135	—	—	—	—	XII.
17,749	19,207	1,58,818	1,84,082	1,290	1,347	3,130	3,842	—	—	—	—	XIII.
93,634	89,815	1,88,235	2,06,807	4,203	4,495	7,312	8,000	—	—	—	—	XIV.
44,693	28,818	1,38,608	93,269	4,406	4,726	6,086	7,257	—	—	—	—	XV.
								Information not available.				
8	21	157	441	—	—	—	—	—	—	—	—	XVI.
309	2,271	2,991	11,193	18	108	85	500	—	—	—	—	XVII.
16,316	18,712	1,10,359	1,19,723	2,943	4,672	6,819	12,220	—	—	—	—	XVIII.
620	234	4,448	1,654	—	—	—	—	—	—	—	—	XIX.
52,184	58,918	2,42,524	2,67,976	3,454	4,967	4,730	5,696	—	—	—	—	XX.
17	40	136	286	—	—	—	—	—	—	—	—	XXI.
109	256	1,317	2,748	—	—	—	—	—	—	—	—	XXII.
10	—	41	—	—	—	—	—	—	—	—	—	XXIII.
16,079	27,704	60,445	1,94,840	11,188	10,847	28,171	28,214	—	—	—	—	XXIV.
2,379	11,178	6,606	21,535	303	3,173	132	1,297	—	—	—	—	XXV.
26,597	31,915	32,964	1,35,227	11,254	9,142	27,207	20,555	—	—	—	—	XXVI.
28,919	34,301	6,16,711	6,98,216	—	—	—	—	—	—	—	—	XXVII.
4,118	4,956	14,907	21,813	308	443	1,035	1,609	—	—	—	—	XXVIII.
24,871	21,142	2,25,488	1,97,867	1,735	1,476	3,240	3,093	—	—	—	—	XXIX.
123	1,308	1,950	21,322	—	—	—	—	—	—	—	—	XXX.
23	40	238	298	—	—	—	—	—	—	—	—	XXXI.
109,834	95,951	5,52,793	4,46,308	12,352	8,362	22,781	20,525	—	—	—	—	XXXII.
1,364,158	1,539,813	66,82,674	77,72,320	106,700	110,825	2,10,909	2,32,377	—	—	—	—	Total.

APPENDIX I.—STATEMENT showing the QUANTITIES of the principal COMMODITIES carried, and compared with the

Classification No.	Description of Commodity.	STANDARD							
		STATE LINES WORKED BY THE STATE—*concluded.*				LINES WORKED BY			
		XVI.—East Coast (State).				XXII.—Great Indian Peninsula. (*c*)			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous Year. (*a*)	1894. (*b*)	Previous Year. (*a*)	1894. (*b*)	Previous Year.	1894.	Previous Year.	1894.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Coal and coke carried for the public and foreign railways.	2	253	6	497	89,645	99,713	2,51,446	2,52,099
II.	Cotton, raw	7	3,342	84	6,405	151,726	164,926	39,11,315	40,55,818
III.	Cotton, manufactured	164	1,310	1,397	5,495	50,178	46,170	14,17,971	12,28,350
IV.	Drugs and chemicals	63	225	364	1,372	19,223	32,863	2,64,485	4,58,078
V.	Dyes and tans	187	2,792	867	8,464	39,622	59,785	4,97,269	7,64,565
VI.	Grain and pulse	2,799	30,209	7,350	63,526	599,889	438,573	66,75,029	37,89,540
VII.	Hides and skins	37	342	122	1,263	12,216	15,570	2,80,559	3,65,013
VIII.	Horns	33	79	243	497	5,154	1,018	48,638	21,244
IX.	Jute	83	1,369	608	4,673	21,605	23,250	2,93,453	3,21,971
X.	Lac	7	25	72	195	271	710	3,841	7,325
XI.	Leather, manufactured	2	26	18	196	1,785	2,068	33,297	36,934
XII.	Liquors	26	208	144	1,134	9,109	9,211	1,53,059	1,44,567
XIII.	Metals	355	7,638	2,047	15,393	48,800	47,932	7,88,344	7,59,526
XIV.	Oils	461	1,584	2,306	5,460	47,886	48,966	8,00,627	8,26,624
XV.	Oil-seeds	1,760	33,345	3,588	60,213	461,660	447,002	55,80,743	53,02,255
XVI.	Opium	9	14	89	229	2,322	2,399	1,25,281	1,27,131
XVII.	Paper and paste-board	8	81	76	776	4,165	4,065	1,06,403	1,02,828
XVIII.	Provisions	591	7,853	3,136	20,395	72,956	69,235	11,71,114	11,57,720
XIX.	Railway plant and rolling stock carried for the public and foreign railways.	—	2,223	—	4,157	13,574	9,512	2,32,536	1,52,251
XX.	Salt	13	490	26	548	151,529	134,784	16,58,340	16,64,049
XXI.	Saltpetre, &c.	2	3	11	11	842	2,405	14,402	34,124
XXII.	Silk, raw	—	3	—	35	38	34	1,192	1,393
XXIII.	Silk piece-goods	2	1	23	21	323	384	9,024	10,240
XXIV.	Spices	337	1,016	1,791	2,935	23,333	24,029	3,90,634	4,25,764
XXV.	Stone and lime	75	3,158	129	3,102	14,486	15,189	1,06,447	1,01,829
XXVI.	Sugar	75	19,926	394	17,203	59,475	64,464	8,02,835	8,15,681
XXVII.	Tea	—	3	—	35	303	423	9,357	14,372
XXVIII.	Timber	34	931	124	3,779	110,161	114,619	5,20,631	5,23,140
XXIX.	Tobacco	36	1,336	227	4,727	6,769	6,068	97,933	94,573
XXX.	Wool, raw	—	14	—	93	441	336	12,202	10,138
XXXI.	Wool, manufactured	14	51	154	503	1,291	1,314	26,520	26,289
XXXII.	All other articles of merchandise	2,370	4,337	12,353	17,298	88,323	106,147	12,12,859	12,89,347
	Total	9,552	124,687	37,749	2,50,630	2,089,100	2,003,164	2,74,97,786	2,48,85,278

(*a*) East Coast (State) Railway only.
(*b*) Including the Bezwada-Godávari section of the East Coast (State) Railway.
(*c*) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon, and the Amráoti Railways

the EARNINGS therefrom, on the STANDARD and METRE GAUGE RAILWAYS during the Year 1894, as previous Year—*continued*.

GAUGE—*continued*.

GUARANTEED COMPANIES.								ASSISTED COMPANIES.				Classification No.
XXIII.—Bombay, Baroda, and Central India.				XXIV.—Madras (*d*).				XXV.—Delhi-Umballa-Kalka.				
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
42,025	46,670	2,32,475	2,63,127	71,399	117,858	2,95,596	3,25,734	3,279	2,545	8,849	6,398	I.
114,500	97,793	12,04,378	10,64,363	26,645	19,561	3,49,579	2,92,444	1,423	736	9,445	5,330	II.
26,677	30,134	5,45,709	6,07,637	16,733	18,288	2,26,856	2,47,622	3,154	3,456	27,255	30,330	III.
3,345	2,986	48,765	45,255	2,584	3,585	27,592	35,420	366	549	3,385	5,115	IV.
8,392	9,126	1,34,410	1,57,829	21,605	27,269	1,98,945	2,56,573	719	1,332	6,045	11,922	V.
196,958	223,310	11,27,224	13,00,864	264,340	186,910	16,31,950	11,66,342	17,850	20,503	61,249	72,928	VI.
3,516	3,151	47,873	43,972	22,987	29,865	3,27,500	4,05,245	424	808	2,891	5,835	VII.
73	184	1,208	3,274	115	144	1,260	1,433	51	11	699	102	VIII.
7,433	8,731	70,418	90,036	7,725	6,927	71,787	62,942	4,535	7,312	20,488	34,941	IX.
29	178	241	1,235	165	132	1,544	1,440	34	32	188	172	X.
733	901	12,267	14,592	259	157	5,098	4,051	421	453	4,529	4,403	XI.
4,109	3,777	47,486	43,036	8,011	9,135	80,297	94,408	4,040	4,903	16,422	20,980	XII.
29,671	31,115	3,76,155	4,04,597	16,736	15,159	1,81,832	1,63,984	3,799	3,028	21,777	19,524	XIII.
9,842	10,254	1,07,284	1,25,830	15,940	15,933	1,25,666	1,39,478	1,317	1,004	8,117	6,428	XIV.
217,116	237,702	17,17,357	19,67,187	51,675	55,669	2,67,621	3,42,193	11,247	4,568	37,912	16,667	XV.
316	833	10,560	27,508	—	—	—	—	26	41	349	435	XVI.
839	1,383	12,186	21,549	388	484	6,669	7,116	394	394	3,545	3,270	XVII.
44,150	40,199	3,90,826	3,96,582	70,483	68,329	5,64,991	5,02,928	4,171	4,556	21,837	21,552	XVIII.
26,220	27,007	1,41,048	1,76,077	2,334	1,750	13,699	12,472	20	322	60	1,674	XIX.
144,233	152,646	4,42,073	4,48,587	55,649	52,948	2,93,224	2,76,258	2,094	2,605	5,079	5,841	XX.
1,313	991	11,690	8,768	106	179	1,085	1,766	543	497	1,942	1,767	XXI.
532	420	15,529	11,701	86	79	1,908	1,478	29	40	345	448	XXII.
	63		2,149	100	70	1,951	1,545	1	3	23	35	XXIII.
9,406	11,563	1,19,964	1,45,808	10,494	19,603	1,21,610	2,25,176	774	1,152	4,964	7,179	XXIV.
29,865	27,347	86,732	88,758	24,632	33,422	56,239	64,026	8,988	8,298	15,673	16,948	XXV.
42,504	50,271	4,66,958	6,03,550	30,719	24,362	2,13,823	1,62,090	9,208	6,368	25,869	18,454	XXVI.
1,227	898	16,494	15,001	452	479	10,865	12,000	33	36	222	235	XXVII.
33,878	38,505	2,36,890	2,76,878	55,542	102,981	2,58,900	3,57,353	1,192	1,475	4,089	4,010	XXVIII.
15,271	17,782	1,12,508	1,29,441	12,840	13,267	1,18,414	1,19,137	1,880	1,473	13,669	10,246	XXIX.
5,649	6,630	1,28,196	1,46,106	301	303	2,445	2,953	89	141	758	1,298	XXX.
	559		12,413	623	632	7,547	6,970	111	170	1,074	1,528	XXXI.
256,616	256,753	14,21,218	12,54,698	90,440	57,130	6,52,418	5,73,405	17,838	19,782	1,06,732	1,23,873	XXXII.
1,276,438	1,330,862	92,86,122	98,98,408	882,198	883,115	61,18,911	58,65,982	100,050	98,593	4,35,391	4,59,868	Total.

(*d*) Including the Kolar Gold-fields Railway.

APPENDIX I.—STATEMENT showing the QUANTITIES of the principal COMMODITIES carried, and compared with the

Classification No.	Description of Commodity.	STANDARD							
		ASSISTED COMPANIES—*concluded.*				LINES OWNED BY NATIVE STATES			
		XXVI.—Tarkessur.				XXX.—The Nizam's Guaranteed State.			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous Year.	1894.	Previous Year.	1894.	Previous Year. (*a*)	1894. (*b*)	Previous Year. (*a*)	1894. (*b*)
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Coal and coke carried for the public and foreign railways.	2,135	2,073	971	854	118,820	207,711	5,76,178	9,25,350
II.	Cotton, raw	1	2	3	5	1,970	486	23,691	6,367
III.	Cotton, manufactured	109	120	213	227	4,553	4,601	69,400	68,561
IV.	Drugs and chemicals	3	2	10	6	747	749	7,126	7,301
V.	Dyes and tans	28	11	36	19	2,165	2,507	17,736	18,204
VI.	Grain and pulse	1,766	5,997	2,133	7,666	43,121	48,564	2,16,735	2,33,436
VII.	Hides and skins	20	17	27	23	2,150	2,820	17,636	22,749
VIII.	Horns	3	1	11	9	440	208	2,025	1,777
IX.	Jute	1,309	1,295	1,739	1,663	1,794	1,871	14,075	14,394
X.	Lac	1	2	1	3	26	17	271	175
XI.	Leather, manufactured	—	—	1	—	155	154	1,755	1,905
XII.	Liquors	—	—	1	—	2,768	2,848	18,944	19,119
XIII.	Metals	158	159	193	199	4,609	4,967	45,015	45,633
XIV.	Oils	564	516	668	624	3,442	3,872	28,810	36,706
XV.	Oil-seeds	1,396	1,380	1,408	1,381	48,538	46,877	2,48,522	2,14,499
XVI.	Opium	—	—	—	—	27	14	1,216	691
XVII.	Paper and paste-board	14	15	23	26	455	442	5,363	5,085
XVIII.	Provisions	2,250	4,359	2,665	5,137	9,605	9,415	92,994	94,707
XIX.	Railway plant and rolling stock carried for the public and foreign railways.	2,011	2,663	957	1,801	132	3,128	2,118	26,532
XX.	Salt	856	981	840	965	26,352	28,275	1,30,878	1,38,855
XXI.	Saltpetre, &c.	140	219	138	202	66	417	463	2,992
XXII.	Silk, raw	3	—	3	—	2	—	24	1
XXIII.	Silk piece-goods	—	—	—	—	6	1	112	27
XXIV.	Spices	63	81	106	140	4,479	4,828	36,730	42,153
XV.	Stone and lime	1,232	909	434	395	6,019	5,307	26,674	22,846
XXVI.	Sugar	219	295	235	307	3,219	3,334	22,999	24,518
XXVII.	Tea	—	—	—	—	69	74	1,006	900
XXVIII.	Timber	118	230	123	232	21,156	22,916	85,179	86,873
XXIX.	Tobacco	56	61	103	120	1,959	2,221	29,204	33,559
XXX.	Wool, raw	1	1	2	1	77	73	1,060	931
XXXI.	Wool, manufactured	—	—	1	—	176	169	1,999	2,014
XXXII.	All other articles of merchandise	3,953	4,266	4,935	5,762	9,834	12,033	76,733	89.479
	Total	18,409	25,665	17,975	27,767	318,981	420,899	18,02,671	21,88,359

(*a*) Including the Bezwada extension, and the Bezwada-Godávari section of the East Coast (State) Railway.
(*b*) Including the Bezwada railway extension only.

the EARNINGS therefrom, on the STANDARD and METRE GAUGE RAILWAYS during the Year 1894, as previous Year—*continued.*

GAUGE—*concluded.*								METRE GAUGE.				
AND WORKED BY COMPANIES.				LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.				STATE LINES WORKED BY COMPANIES.				
XXXI.—The Gaekwar's Petlád.				XXXIII.—Rájpura-Bhátinda.				XXXVII.—Bengal and North-Western (*c*).				Classification No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
—	3	—	2	1,292	459	1,238	323	25,408	28,044	35,672	56,006	I.
513	800	721	908	234	183	787	796	772	759	9,653	13,270	II.
677	599	874	799	721	836	3,635	3,705	18,887	18,424	1,48,869	1,55,918	III.
143	99	115	82	340	191	1,444	859	1,592	2,335	14,040	19,132	IV.
103	100	121	120	474	402	2,154	1,758	4,440	4,722	35,677	38,323	V.
2,494	1,769	1,541	1,122	63,985	204,040	1,86,692	6,75,283	237,102	272,367	9,09,766	9,28,420	VI.
72	57	78	26	194	229	457	572	5,557	7,735	27,898	48,080	VII.
1	4	1	4	—	—	1	1	58	95	550	832	VIII.
118	115	117	112	2,820	4,977	11,775	21,482	8,863	8,790	47,089	47,015	IX.
—	2	—	2	8	16	32	49	686	926	2,631	3,861	X.
5	17	6	22	56	111	356	751	279	360	1,898	2,648	XI.
40	35	63	56	540	475	2,273	1,903	337	341	2,438	2,841	XII.
264	250	277	389	1,300	1,463	4,128	4,491	8,812	9,158	51,507	51,310	XIII.
137	173	164	177	351	516	778	1,989	8,546	9,050	32,877	34,053	XIV.
1,247	794	725	520	11,072	21,808	18,617	52,395	106,915	98,217	4,01,424	3,84,550	XV.
1	1	3	3	35	38	591	475	627	403	10,652	5,114	XVI.
13	91	15	11	52	37	237	163	91	229	556	1,799	XVII.
423	321	433	328	2,941	2,811	9,004	6,802	9,409	8,455	47,957	39,609	XVIII.
—	—	—	—	—	—	—	—	—	—	—	—	XIX.
777	937	662	818	1,461	1,445	1,625	1,903	67,203	69,131	1,81,841	1,94,450	XX.
4	13	4	12	175	243	416	510	10,826	12,519	22,805	28,118	XXI.
1	3	4	4	7	5	16	7	2	3	8	16	XXII.
	—		1	—	—	—	—	—	2	—	8	XXIII.
261	271	227	255	477	589	669	987	5,167	6,190	31,254	40,509	XXIV.
1,230	1,185	1,010	886	6,918	12,244	6,320	6,413	6,282	6,709	14,704	13,465	XXV.
694	891	547	705	13,991	20,364	44,458	65,222	29,142	34,143	1,33,048	1,44,776	XXVI.
—	—	1	—	6	7	24	26	44	34	393	251	XXVII.
1,830	2,014	1,448	1,668	3,011	2,570	6,052	5,024	8,795	5,231	13,777	12,893	XXVIII.
6,227	6,687	5,690	6,202	454	325	1,334	571	20,306	18,403	1,19,967	1,35,293	XXIX.
—	7	—	13	89	37	209	166	134	118	1,278	1,189	XXX.
11	—	18	—									
				125	75	408	335	122	105	1,163	943	XXXI.
3,893	2,945	2,168	2,970	7,758	7,039	8,056	39,917	51,028	55,038	1,82,490	1,96,284	XXXII.
21,179	20,101	17,038	18,253	120,837	283,535	3,36,236	8,94,878	637,432	688,036	24,83,882	26,00,985	Total.

(*c*) Including the Tirhoot section.

APPENDIX I.—STATEMENT showing the QUANTITIES of the principal COMMODITIES carried, and compared with the

Classification No.	Description of Commodity.	METRE STATE LINES WORKED							
		XXXIX.—Rajputana-Malwa(a).				XL.—Pálanpur-Deesa.			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Coal and coke carried for the public and foreign railways.	7,609	9,272	45,547	45,455	—	—	—	—
II.	Cotton, raw	47,428	54,973	7,31,170	8,35,006	—	3	—	10
III.	Cotton, manufactured	36,141	38,636	9,19,770	9,39,815	23	426	38	700
IV.	Drugs and chemicals	2,216	2,247	42,429	42,162	2	26	3	42
V.	Dyes and tans	11,271	11,951	1,67,542	1,88,705	7	116	10	143
VI.	Grain and pulse	520,111	638,649	38,88,760	53,60,461	280	2,882	238	2,163
VII.	Hides and skins	5,770	6,718	65,290	71,428	15	72	17	85
VIII.	Horns	56	124	684	1,956	—	1	—	1
IX.	Jute	20,260	23,746	1,66,794	2,03,518	5	172	10	191
X.	Lac	359	828	4,016	11,183	—	4	—	9
XI.	Leather, manufactured	1,052	1,526	18,804	24,406	1	31	2	70
XII.	Liquors	3,684	3,617	44,483	40,178	64	249	63	243
XIII.	Metals	27,277	28,949	3,56,279	3,63,969	17	285	25	312
XIV.	Oils	8,718	8,497	1,00,424	86,923	16	90	16	97
XV.	Oil-seeds	293,404	352,981	23,57,687	25,67,520	30	6,523	20	3,788
XVI.	Opium	4,139	4,592	67,973	88,107	—	—	—	—
XVII.	Paper and paste-board	716	1,276	12,610	23,554	—	2	2	4
XVIII.	Provisions	44,582	48,068	4,69,261	4,88,301	101	773	101	798
XIX.	Railway plant and rolling-stock carried for the public and foreign railways.	22,250	17,368	25,850	71,180	—	—	—	—
XX.	Salt	211,118	213,164	21,28,434	21,53,571	26	349	33	428
XXI.	Saltpetre, &c.	10,032	11,310	67,005	65,318	1	10	3	9
XXII.	Silk, raw	299	213	18,610	14,353	—	—	—	—
XXIII.	Silk piece-goods		52		3,268	—	—	—	—
XXIV.	Spices	12,888	15,837	1,55,975	2,04,881	12	189	18	261
XXV.	Stone and lime	21,739	19,412	81,449	87,699	67	127	64	93
XXVI.	Sugar	136,439	151,539	15,27,183	16,21,405	248	2,767	233	2,561
XXVII.	Tea	972	931	32,786	30,044	2	5	3	13
XXVIII.	Timber	18,348	22,864	79,603	1,10,408	3	205	4	196
XXIX.	Tobacco	13,427	14,167	2,00,632	2,15,717	5	320	9	396
XXX.	Wool, raw	6,539	7,457	1,34,634	1,44,774	1	61	2	121
XXXI.	Wool, manufactured		938		27,973	1	5	7	14
XXXII.	All other articles of merchandise.	120,636	128,787	9,91,210	9,23,963	102	1,384	1,048	3,103
	Total	1,609,480	1,840,684	1,49,02,374	1,70,57,196	1,029	17,077	1,969	15,851

(a) Including the Godhra-Ratlam (Standard Gauge) Railway.

the EARNINGS therefrom, on the STANDARD and METRE GAUGE RAILWAYS during the Year 1894, as previous Year—*continued.*

GAUGE—*continued.*

BY COMPANIES—*concluded.*

XLI.—Southern Mahratta.(a)				XLIV. South Indian. (b)				XLV.—Máyavaram-Mutupet.				Classification No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
11,005	15,524	69,974	90,333	8,222	5,507	7,804	7,956		—		—	I.
65,249	66,132	4,62,849	4,21,705	15,924	21,003	92,974	1,28,328		21		23	II.
16,740	18,910	2,05,973	2,39,418	15,885	20,072	1,92,012	2,27,519		574		1,865	III.
1,695	2,196	13,238	21,824	2,236	2,149	18,967	19,707		120		279	IV.
13,531	19,946	81,629	1,23,685	9,373	11,815	59,947	63,390		204		235	V.
255,187	153,545	11,22,186	6,49,479	2,92,176	241,393	12,50,130	8,81,000		13,718		11,884	VI.
5,670	6,256	43,841	49,380	6,266	8,130	65,787	84,695		56		171	VII.
260	271	2,854	2,887	121	101	1,154	834		—		1	VIII.
10,479	10,499	64,960	64,892	5,867	7,310	37,842	36,740		411		670	IX.
36	47	216	312	178	188	1,010	1,125		15		18	X.
316	405	2,365	3,183	65	90	806	868		—		1	XI.
7,266	9,751	46,025	70,339	3,306	3,101	23,187	23,702		43		171	XII.
15,624	18,963	1,35,431	1,50,722	17,589	12,770	1,16,273	96,321		676		1,315	XIII.
21,416	17,975	1,17,204	99,013	16,295	19,127	76,116	91,730		649		1,234	XIV.
72,201	92,589	3,66,744	4,28,493	48,962	92,118	1,35,848	2,28,090		998		715	XV.
2	4	53	85	—	—	—	—		—		—	XVI.
402	462	4,391	6,135	650	754	11,019	11,983		118		243	XVII.
43,378	48,700	3,15,260	3,33,743	23,892	32,456	1,27,437	1,71,146		790		864	XVIII.
4,019	531	17,047	2,325	6,884	3,476	13,338	4,756		1,485		427	XIX.
36,353	40,769	2,11,182	2,39,556	60,216	66,970	1,99,308	2,16,728		2,701		2,135	XX.
280	639	1,877	4,612	387	495	1,789	3,272		4		7	XXI.
284	304	4,084	4,915	43	67	971	1,480		—		1	XXII.
4	—	45	11	3	7	65	36		—		1	XXIII.
27,252	28,403	2,45,053	2,36,582	13,793	15,777	1,06,052	1,21,785		1,507		2,858	XXIV.
17,523	16,678	48,181	42,969	88,440	80,235	92,855	85,517		1,239		738	XXV.
28,122	36,285	1,75,414	2,32,689	65,742	55,048	2,94,564	2,54,566		772		717	XXVI.
47	37	939	698	422	454	2,196	2,241		6		8	XXVII.
37,267	42,585	1,40,707	1,60,768	45,837	68,340	71,454	90,709		1,124		694	XXVIII.
5,877	9,307	53,548	73,650	6,327	8,518	45,974	50,942		27		39	XXIX.
330	216	8,076	4,816	39	89	796	924		—		—	XXX.
742	800	10,006	9,725	177	249	1,975	2,409		—		1	XXXI.
45,899	60,961	2,62,413	3,63,739	95,623	114,067	4,04,245	5,90,895		4,306		6,534	XXXII.
744,956	719,690	42,33,715	41,32,683	850,940	892,376	36,04,395	35,01,394	Opened for traffic on the 2nd April 1894.	31,564	Opened for traffic on the 2nd April 1894.	33,899	Total.

(a) Including the Guntakal-Mysore Frontier, the Southern Mahratta (Mysore Section), the Kolhápur, the Yesvantpur-Mysore Frontier, and the Mysore Nanjangúd Railways.
(b) Including the Pondicherry Railway.

APPENDIX I.—STATEMENT showing the QUANTITIES of the principal COMMODITIES carried, and compared with the

Classification No.	Description of Commodity.	METRE							
		STATE LINE WORKED BY THE STATE.				ASSISTED			
		XLVIII.—Burma (State).				LI.—Deoghur.			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Coal and coke carried for the public and foreign railways.	568	650	415	361	—	—	—	—
II.	Cotton, raw	215	210	1,769	984	—	—	—	—
III.	Cotton, manufactured	3,696	3,608	55,857	53,246	—	—	—	—
IV.	Drugs and chemicals	164	184	4,004	4,578	—	—	—	—
V.	Dyes and tans	10,035	7,641	72,396	57,362	—	—	—	—
VI.	Grain and pulse	303,124	326,094	13,19,823	13,90,015	—	—	—	—
VII.	Hides and skins	587	584	7,985	7,661	—	—	—	—
VIII.	Horns	29	22	450	367	—	—	—	—
IX.	Jute	4,005	4,075	18,236	20,135	—	—	—	—
X.	Lac	465	474	4,132	4,750	—	—	—	—
XI.	Leather, manufactured	68	93	1,438	2,120	—	—	—	—
XII.	Liquors	1,393	1,531	25,609	19,436	—	—	—	—
XIII.	Metals	3,638	2,014	34,494	21,369	—	—	—	—
XIV.	Oils	6,148	6,170	82,871	59,576	—	—	—	—
XV.	Oil-seeds	3,738	3,054	25,284	11,930	—	—	—	—
						Information not available.			
XVI.	Opium	10	7	206	249	—	—	—	—
XVII.	Paper and paste-board	168	211	3,163	4,113	—	—	—	—
XVIII.	Provisions	36,688	33,032	3,20,394	2,72,348	—	—	—	—
XIX.	Railway plant and rolling stock carried for the public and foreign railways.	53,609	1,446	78,898	5,119	—	—	—	—
XX.	Salt	11,717	12,868	73,538	78,988	—	—	—	—
XXI.	Saltpetre, &c.	—	—	—	2	—	—	—	—
XXII.	Silk, raw	137	80	4,922	2,925	—	—	—	—
XXIII.	Silk piece-goods	43	8	1,919	359	—	—	—	—
XXIV.	Spices	3,239	6,886	25,517	85,400	—	—	—	—
XXV.	Stone and lime	3,130	4,833	10,520	13,000	—	—	—	—
XXVI.	Sugar	4,773	5,820	32,088	35,067	—	—	—	—
XXVII.	Tea	1,017	92	8,642	1,420	—	—	—	—
XXVIII.	Timber	48,689	49,768	1,62,914	1,85,698	—	—	—	—
XXIX.	Tobacco	1,941	1,859	26,702	15,662	—	—	—	—
XXX.	Wool, raw	21	3	460	40	—	—	—	—
XXXI.	Wool, manufactured		51		1,145	—	—	—	—
XXXII.	All other articles of merchandise	77,296	64,261	2,80,354	2,49,406	—	—	—	—
	Total	582,351	537,629	(a) 26,57,298	26,04,831	—	—	—	—

(a) Including Rs. 8,462 on account of earnings from steamboat traffic.

the EARNINGS therefrom, on the STANDARD and METRE GAUGE RAILWAYS during the Year 1894, as previous Year—*continued*.

GAUGE—*continued*.

COMPANIES.	LII.—Rohilkund and Kumaon (Company's Section) (a).				LIII.—Bengal-Dooars.				LIV.—Dibru-Sadiya.				Classification No.
	Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
	Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
	111	140	156	257	606	1,213	3,256	4,691	158,320	162,358	1,87,680	1,92,886	I.
	84	131	498	947	2	—	14	—	—	1	3	4	II.
	2,721	2,780	12,897	16,026	147	150	970	863	43	61	954	1,203	III.
	285	207	1,608	1,468	9	47	61	354	185	294	1,332	1,899	IV
	458	786	1,953	3,610	—	3	—	21	5	7	74	114	V.
	57,445	76,194	1,10,855	2,12,347	964	2,160	5,051	10,591	9,532	10,418	66,296	74,591	VI.
	890	1,255	2,277	4,099	—	14	1	76	1	1	9	17	VII.
	84	131	477	589	—	—	—	—	—	—	—	—	VIII.
	1,598	1,797	5,081	6,077	68	224	246	1,056	109	105	1,391	940	IX.
	122	91	564	434	—	—	—	—	—	—	—	—	X.
	81	97	460	592	—	5	—	41	8	1	6	24	XI.
	1,051	1,367	5,811	7,964	31	97	233	726	94	65	1,340	924	XII.
	3,479	2,615	16,408	12,731	1,055	1,521	7,819	10,646	3,031	3,739	21,498	27,894	XIII.
	1,580	1,824	5,538	6,561	134	309	968	2,082	353	408	2,240	2,399	XIV.
	16,374	9,962	41,709	22,350	26	24	163	85	—	—	1	—	XV.
	70	91	532	708	—	—	—	—	—	2	5	41	XVI.
	44	135	242	635	—	—	—	—	3	4	39	30	XVII.
	3,262	4,660	21,008	33,257	111	196	986	1,357	518	462	4,917	4,476	XVIII
	—	2,002	—	8,066	—	6	—	39	—	—	—	—	XIX.
	10,716	10,471	23,988	25,471	158	409	829	1,701	215	298	1,859	2,515	XX.
	71	217	148	567	—	—	—	—	—	—	—	—	XXI.
	—	—	—	—	—	—	—	—	—	—	—	—	XXII.
	—	—	—	—	—	—	—	—	—	—	—	—	XXIII.
	809	730	3,472	3,792	10	30	61	178	21		333	411	XXIV.
	14,297	51,254	20,409	61,487	8	83	63	578	1,036	1,226	3,272	2,929	XXV.
	20,672	43,992	50,001	1,21,906	48	192	321	1,397	48	128	454	1,226	XXVI.
	306	244	2,657	2,377	6,478	9,487	58,392	88,087	5,202	5,114	46,137	44,939	XXVII.
	10,160	17,465	28,693	53,431	37	109	204	755	6,054	3,198	11,023	7,251	XXVIII.
	1,021	1,200	4,596	5,034	8	64	44	236	66	41	962	587	XXIX.
	165	171 / 89	854	1,920 / 513	—	—	—	—	—	—	—	1 / 128	XXX. / XXI.
	53,915	44,195	93,619	88,650	1,707	2,413	13,311	16,361	6,784	6,353	33,930	30,730	XXXII.
	201,871	276,293	4,56,511	7,03,866	11,607	18,747	92,993	1,41,921	191,628	194,320	3,85,755	3,98,159	Total.

(a) Including the Lucknow-Bareilly section.

APPENDIX I.—STATEMENT showing the QUANTITIES of the principal COMMODITIES carried, and compared with the

METRE

Classification No.	Description of Commodity.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.				LINES OWNED AND WORKED			
		LVII.—The Gaekwar's Mehsána.				LXI.—Jodhpore-Jodhpore Section.			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Coal and coke carried for the public and foreign railways.	11	24	22	43	115	91	1,086	587
II.	Cotton, raw	794	1,037	2,404	3,578	107	83	1,080	1,106
III.	Cotton, manufactured	1,477	1,542	3,833	3,717	1,907	2,645	17,413	23,679
IV.	Drugs and chemicals	44	60	79	149	118	144	1,117	1,196
V.	Dyes and tans	264	340	440	536	367	653	3,474	5,954
VI.	Grain and pulse	33,812	38,350	50,464	55,909	12,945	8,443	54,952	37,794
VII.	Hides and skins	206	171	542	279	383	705	2,926	5,936
VIII.	Horns	2	1	2	1	—	—	2	4
IX.	Jute	695	956	1,052	1,573	1,168	867	9,914	7,769
X.	Lac	—	—	1	—	14	37	163	386
XI.	Leather, manufactured	49	41	118	99	116	231	1,382	2,699
XII.	Liquors	5	14	20	28	5	14	97	171
XIII.	Metals	1,084	1,106	1,461	1,502	1,342	1,693	9,892	13,268
XIV.	Oils	1,149	851	2,797	2,222	279	251	2,094	1,821
XV.	Oil-seeds	36,372	45,307	32,236	41,646	3,187	2,011	14,079	9,800
XVI.	Opium	19	19	92	94	73	56	879	641
XVII.	Paper and paste-board	8	18	12	31	35	63	286	545
XVIII.	Provisions	1,514	2,155	2,404	3,535	1,932	2,892	17,780	22,986
XIX	Railway plant and rolling stock carried for the public and foreign railways.	—	20	—	23	—	20	—	23
XX.	Salt	35,704	43,273	55,603	63,827	18,847	40,065	1,14,484	2'54,418
XXI.	Saltpetre, &c.	654	431	798	487	261	322	1,875	2,000
XXII.	Silk, raw	—	5	—	12	—	—	3	1
XXIII.	Silk piece-goods	3	—	9	—				
XXIV.	Spices	314	455	672	972	637	1,087	6,127	10,412
XXV.	Stone and lime	1,173	1,685	1,931	3,202	6,095	5,664	7,580	12,493
XXVI.	Sugar	7,735	9,615	11,606	14,756	8,629	13,255	70,403	1,03,206
XXVII.	Tea	12	8	28	18	10	1	55	13
XXVIII.	Timber	2,870	3,907	3,686	4,874	565	997	4,066	6,876
XXIX.	Tobacco	274	327	551	790	700	794	5,542	5,338
XXX.	Wool, raw	—	67	—	218	2,544	3,245	20,973	24,261
XXXI.	Wool, manufactured	62	8	198	21		151		2,067
XXXII.	All other articles of merchandise	6,856	6,396	10,571	8,964	4,676	7,174	28,478	40,064
	Total	132,662	158,189	1,83,632	2,12,206	66,107	93,654	3,98,202	5,97,514

the EARNINGS therefrom, on the STANDARD and METRE GAUGE RAILWAYS during the Year 1894, as previous Year—*concluded.*

GAUGE—*concluded.*

BY NATIVE STATES.								FOREIGN LINE.				
Bickaneer.				LXII.—Bhávnagar-Gondal-Junágarh-Porbandar (*a*).				LXVI.—West of India Portuguese.				Classification No.
Bickaneer Section.												
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	Previous Year.	1894.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
68	88	149	198	2,152	3,462	6,278	11,283	19	—	5	1	I.
10	16	90	132	47,196	32,574	3,34,580	2,28,928	18,492	14,575	68,330	55,336	II.
246	300	1,481	1,683	2,567	2,658	21,331	21,343	1,800	2,542	7,726	10,712	III.
11	22	68	122	85	100	1,016	1,185	46	64	231	315	IV.
36	68	200	350	920	996	6,039	6,054	36	70	155	289	V.
2,097	2,218	5,605	5,431	35,824	47,295	1,36,931	1,55,451	21,499	7,444	64,294	21,964	VI.
42	73	168	346	696	512	6,498	3,644	31	34	82	114	VII.
—	—	—	1	10	15	68	93	—	—	—	—	VIII.
125	116	508	504	2,033	1,519	9,709	7,053	9	38	40	167	IX.
6	10	26	44	19	14	137	104	—	—	—	—	X.
	24	61	141	44	47	496	534	—	—	—	—	XI.
1	2	11	9	102	119	1,055	1,112	444	186	1,684	686	XII.
185	245	753	1,017	3,620	4,317	23,037	28,183	1,311	1,458	5,494	5,442	XIII.
57	39	261	171	4,879	4,795	25,225	22,874	11,066	6,777	31,156	19,506	XIV.
137	5	414	21	14,399	12,727	55,140	46,134	19,752	27,214	63,669	88,235	XV.
7	5	54	36	13	15	268	300	—	—	—	—	XVI.
10	14	48	57	124	104	981	907	—	—	—	—	XVII.
534	769	2,331	3,346	8,958	9,636	54,340	49,749	30	56	132	227	XVIII.
—	—	—	—	5,845	791	20,929	2,192	—	—	—	—	XIX.
116	153	263	327	4,705	5,586	8,606	10,118	19,584	22,922	47,047	54,513	XX.
161	135	452	434	35	52	270	345	—	—	—	—	XXI.
—	—	—	—	1	1	22	23	—	—	2	3	XXII.
—	—	—	—	1	1	13	13	—	—	—	—	XXIII.
149	259	903	1,187	400	1,744	2,798	11,452	885	1,123	3,868	4,274	XXIV.
4,036	2,015	4,635	4,134	31,283	34,880	22,332	26,587	—	—	—	—	XXV.
1,328	2,138	4,623	8,089	6,356	8,287	31,834	37,010	716	935	2,653	3,454	XXVI.
—	—	—	1	4	7	43	67	2	3	15	18	XXVII.
160	329	508	1,071	16,498	22,378	90,744	1,17,626	1,202	810	3,664	2,156	XXVIII.
43	41	338	247	532	1,031	3,598	6,098	307	366	1,132	1,284	XXIX.
145	127 48	901	811 286	405 13	609 11	2,356 113	3,393 82	— 30	1 21	— 125	5 72	XXX. XXXI.
536	1,414	2,198	3,842	7,655	9,005	50,421	57,677	18,419	19,749	59,853	62,822	XXXII
10,255	10,673	27,049	31,038	197,374	205,288	9,17,208	8,57,614	115,680	106,388	3,61,357	2,31,595	Total.

(*a*) Including the Jetalsar-Rájkot railway during the year 1894, but excluding that railway during 1893, for which no statistics are available.

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ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1894-95.

BY

COLONEL T. GRACEY, R.E.,
DIRECTOR GENERAL OF RAILWAYS.

PART II.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY.

CALCUTTA:
OFFICE OF THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.
1895.

CALCUTTA:
GOVERNMENT OF INDIA CENTRAL PRINTING OFFICE,
8, HASTINGS STREET.

The following lengths of railway have been sanctioned for construction from the 1st April to the 14th December 1895:

Date of sanction.	Railway.	From	To	Miles.	Remarks.
22nd May 1895	Vishvamitri-Padra-Kanjat.	Vishvamitri	Padra	7	
2nd July 1895	Bezwada-Madras	Ennore	Bezwada	(a)230¾	(a) Excluding 24½ miles of the South Indian (metre gauge) railway between Gúdúr and Nellore to be converted to the standard gauge.
10th July 1895	South Behar	Luckeeserai	Gya	83	
12th July 1895	Karikal-Paralam	Karikal	Paralam	14¾	
15th August 1895	Kotri-Rohri, Chord line	Kotri	Hyderabad (Sind).	(b) 5	(b) Including bridge over the river Indus.
21st August 1895	Delhi-Samásata	Delhi *viá* Bhátinda.	Samásata	400	
21st August 1895	Bengal-Nágpur railway extensions.	Sini *viá* Midnapore.	Budge Budge	159¾	
		Midnapore	Cuttack	193¾	
30th August 1895	Cooch Behar	Right bank of the Torsa river.	Cooch Behar town.	2¼	
26th September 1895.	Oudh and Rohilkhand (state).	Rae Bareli	Benares	139	
16th October 1895.	Mandalay-Kunlon	Myohaung	Right bank of the Salween river.	224	
18th October 1895	Oudh and Rohilkhand (state).	Najíbabad	Right bank of the Koh river opposite Kotdwara.	15¾	
22nd October 1895	Burma (state), Mu Valley section.	Mogaung	Myitkyina	37	
23rd October 1895.	Indian Midland	Saugor	Katni	117	
14th November 1895	MoghalSarai-Gya	MoghalSarai *viá* Shergotty	Gya	141	
10th December 1895	Wazirabad-Lyallpur	Lyallpur	Toba Tek Singh	48	
			Total	1,817½	

The following lengths of railway have been opened to public traffic from the 1st April to the 14th December 1895:

Date of opening.(c)	Railway.	From	To	Miles.	Remarks.
1st April 1895	East Coast (state)	Palasa	Berhampore-Ganjam.	46	
1st May 1895	Bína-Guna	Bína	Guna	73½	For goods traffic, and for passenger traffic on the 23rd September 1895.
1st June 1895	East Indian	Shaikpur	Panooria	15	
1st July 1895	Assam-Bengal	Chittagong	Feni	57	
1st July 1895	Assam-Bengal	Feni	Comilla	41	For goods traffic, and for passenger traffic on the 15th September 1895.
		Laksam	Chandpur	31½	
1st August 1895	Oodeypore-Chitor	Berach(Chitorgarh.)	Debari near Oodeypore.	60½	
15th August 1895	Wazirabad-Lyallpur	Wazirabad	Hafizabad	37	
15th October 1895.	East Coast (state)	Berhampore-Ganjam.	Rambha	29½	
21st October 1895.	Burma (state), Mu Valley section.	Nankan	Mohnyin	73¼	
		Nahakaung	Katha	15	
11th November 1895	Bhopal-Ujjain	Bhopal	Ujjain	114	For goods traffic.
			Total	593¾	

(c) Where not otherwise stated, the dates given refer to opening for both passenger and goods traffic.

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ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1894-95.

PART II.

CHAPTER I.

STORES.

General.

Working of the stores department during 1894-95.

The arrangements in force during the previous year for landing and forwarding English stores and making local purchases for state railways at the principal Indian ports, were continued during the year 1894-95.

East Indian Railway (standard gauge).

2. The cost of working the stores department, exclusive of watch and ward establishment, during the year ended 31st December 1894, was R1,49,595 as compared with R1,50,922 in 1893; of this amount, however, R8,981 represented the cost, exclusive of supervising charges, of landing and despatching imported stores at Howrah for the Company's use and for the Bengal and North-Western railway, as compared with R9,228 on this account in 1893. The sanctioned amount for 1895, partly exclusive of exchange compensation allowances and R11,000 allowed as credit for cost of landing stores, is R1,51,492.

The gross tonnage of stores and materials landed from boats at the Howrah general stores depôt during 1894 was 19,756 tons, distributed as under—

	Tons.
East Indian railway	19,456
Bengal and North-Western railway	286½
Assam-Bengal railway	13½
TOTAL	19,756

as compared with 30,675 tons dealt with in 1893.

There was no alteration in the control of stores and stores depôts. The principal stores depôts are located at Howrah and Jamálpur, with branch depôts to serve each engineering district.

The purchases of stores in India, including direct departmental purchases not passed through the stores accounts, during 1894 aggregated R30,66,072, of which R4,52,680 was on account of English and R26,13,392 for country stores. The purchases in 1893 aggregated R28,03,651.

The follcwing amounts were realized by sale of surplus and condemned stores and cinders during 1894, namely,—

	New.	Old.	Total.
	₹	₹	₹
Surplus and condemned stores . .	60,577	2,61,781	3,22,358
Cinders	...	35,189	35,189

as compared with ₹2,99,659 for surplus and condemned stores and ₹31,054 for cinders realized in 1893.

North Western (state) Railway (standard gauge).

3. The cost of working the stores department in 1894 was ₹89,598 against ₹83,895 in 1893, the increase being due to the appointment of a yard foreman, to the promotion of an officer, and to the payment of exchange compensation allowance.

Stores amounting to ₹6,32,918 were sold during 1894.

Oudh and Rohilkhand (state) Railway (standard gauge).

4. The verification of the whole of the general stores has been completed, the net result being a deficiency to the extent of ₹18,876-4-7. During the course of verification, the stores were all classified according to the Director General of Railways' nomenclature and classification of state railway stores, and were at the same time overhauled and repriced. A greater part of the deficiency noted above was due to the reduction of the prices of some of the articles which stood in the books at a higher valuation.

The system of working the general and locomotive stores under one management has been found satisfactory. There is only one set of accounts and ledgers, and stores are issued to workshops and locomotive depôts direct, the transactions being posted daily.

Stores work for the Cawnpore-Gogra (metre gauge link) railway, now under construction, is being performed by the staff of the Oudh and Rohilkhand (state) railway.

During the official year 1894-95 unserviceable and surplus stores, to the extent noted below, were disposed of:

	₹
Unserviceable rails	1,14,063
Obsolete and unserviceable stores	45,775
Surplus stores transferred to other railways and departments	83,846
TOTAL .	2,43,684

Cast-iron pot sleepers required for the home line are manufactured in the locomotive workshops, Lucknow, and are issued through the stores department at the rate of ₹2-12-0 per cwt. For this purpose 1,650 tons of Bengal pig iron and 2,948 tons of broken cast-iron sleepers were issued during the year.

Eastern Bengal (state) Railway system (standard and metre gauges).

5. The total value of surplus stores at the end of 1893-94 (₹28,607) shown in the previous report has been reduced, the figure on the 31st March 1895 being ₹23,362 only.

Great Indian Peninsula Railway (standard gauge).

6. During the official year under report the purchases of stores in India amounted to ₹41,52,364. English material to the value of ₹32,64,780 was received in India and debited to general stores account. The total issues, including sales, during the same period amounted to ₹69,07,017.

In addition to the stores purchased from outsiders, manufactured articles, valued at ₹5,78,238, were supplied from the company's workshops upon orders

from the storekeeper, raw materials to the amount of ₹4,19,716 having been worked up at a cost of ₹1,18,279 for labour and ₹40,243 for fuel and contingent expenses. The following items may be mentioned as forming part of the raw materials operated on, *viz.*, 1,569 tons of teak logs purchased at an average cost of ₹97-5-4 per ton for conversion in the log mill, and 139 tons of scrap iron wrought up in the steam-hammer factory.

The total receipts, therefore, from all sources were ₹75,35,423, and the total issues, including sales, during the same period amounted to ₹69,07,017.

South Indian Railway (metre gauge).

7. The general arrangements for the working of the stores department during 1894 were the same as in the previous year.

Verification of stock at general stores and at depôts was continually carried on, and the actual stock at general stores and depôts, and the book stock of the audit department, are fairly in accord. Old, obsolete and damaged stores discovered during verification are immediately disposed of.

Surplus stores are receiving close attention; in some instances prices were reduced in order to effect transfers to other railways.

During the year, the engineering department stores depôt at Pákala was taken over by the general stores department.

Stores balances.

8. The statement on pages 6 to 13 contains an abstract of the stores transactions of the several standard and metre gauge railways for the calendar year 1894.

At the close of the year, the capital locked up in stores on standard and metre gauge railways was represented by a sum of ₹5,85,42,604, showing a net decrease of ₹14,87,164. There was also a sum of ₹34,78,465 under adjustment on the 31st December 1894, making a total of ₹6,20,21,069 at the debit of stores on that date. A review of the stores balances of the principal railways is given in the following paragraphs:

State lines worked by companies (standard and metre gauges).—Of the standard gauge state lines worked by companies, all show reduction of stores balances during the year. But including the amounts under adjustment, it will be noticed that the stock of the East Indian railway only increased during the year by ₹6,80,233. This increase was due to large importations of wagon iron-work on capital account for additional rolling-stock, and pig iron, nearly all of which have since been charged off the books. The balances of this line on 31st December 1894 also included large quantities of materials taken out of the line in consequence of the relaying of the Howrah district with rails of heavier section. The amount of ₹12,20,573 shown as under adjustment at the close of the year principally consisted of the value of steel rails, turntables, pig iron and wagon iron work in transit from England on 31st December 1894, nearly all of which have since been issued, and also the balances of workshop and other suspense accounts.

The value of surplus stores on the East Indian railway other than scrap and condemned materials in hand on 31st December 1894, amounted to ₹23,748 only against ₹74,726 on 31st December 1893. The total value of scrap and condemned stores on 31st December 1894 was ₹6,37,924, against ₹7,22,544 at the beginning of the year.

The balances of the Bengal-Nágpur, Indian Midland, and Godhra-Rutlam railways were reduced during the year under review by ₹3,50,546, ₹6,26,565, and ₹19,80,279, respectively, excluding amounts under adjustment.

The total decrease during the year ended 31st December 1894 of the stores

balances of the standard gauge state lines worked by companies amounted to R30,76,129.

Of the metre gauge state lines worked by companies, increase of stock during 1894 will be noticed on the following:

	R	
Rohilkund and Kumaon (Lucknow-Bareilly section)	8,077	Excluding amounts under adjustment.
Rajputana-Malwa	2,53,420	
Southern-Mahratta	1,26,018	
Assam-Bengal	7,62,965	

The increase on the Rohilkund and Kumaon railway was small and does not call for any remarks. On the Rajputana-Malwa railway the increase occurred mainly under the head "Rolling-stock," and was due to the receipt of axles and axle-boxes required for renewal purposes and of under-frames for the construction of new stock, and for renewals. The stores balances on the Rajputana-Malwa railway on the whole seem to be excessive and the necessity of reducing the accumulations has been impressed on the authorities of the line.

The increase on the Southern Mahratta railway was largely due to heavy recoupments during the later months of the year of country coal and firewood for consumption during 1895 and to the receipt of a large number of steel sleepers from England at the close of 1894 for special renewals. The annual supplies of metals, paints, and leather goods were also received too late in the year to be issued during 1894. The balances under the head "Rolling-stock" and "Metals" on this railway appear, on the whole, to be excessive, and the attention of the authorities of the line has been drawn to the necessity of keeping the balances as low as possible consistent with the efficient working of the line.

The increase in the stock of the Assam-Bengal railway does not call for any remarks as this was due to the receipt of materials for the construction of the line.

The net result of the working of the stores department of the metre gauge state lines worked by companies during the year 1894, was an increase of the stores balances by R4,12,586, excluding the amounts under adjustment.

State lines worked by the State (standard and metre gauges).—Of the standard gauge state lines worked by the State, the stores transactions of the following railways resulted in increase of stock during the year 1894 to the extent noted against each:

	R	
North Western (state)	46,468	Excluding amounts under adjustment.
Oudh and Rohilkhand (state)	3,46,013	
Eastern Bengal (state)	1,02,547	
Mushkaf-Bolán (state)	1,35,425	

The increase on the North Western (state) railway occurred under the heads "Engineers' plant" and "Permanent-way." The increase under the head "Engineers' plant" which amounted to only R7,595, was chiefly due to the return to stores of second-hand materials. The increase under "Permanent-way" is principally attributed to the receipt of materials from England too late to issue to works during the year. The balance under this head includes second-hand materials to the value of R18,79,445. The whole subject of second-hand stores on the North Western (state) railway, which amounted on 31st December 1894 to R29,17,183, is being thoroughly investigated.

The increase on the Oudh and Rohilkhand (state) railway was principally due to a large quantity of second-hand serviceable iron rails and sleepers which were released from the line in lieu of new steel rails and deodar sleepers laid. The increase was also due to a considerable number of trough sleepers returned into stores from the Lucknow-Rae Bareilly-Benares railway.

On the Eastern Bengal (state) railway, increase of stock occurred under all classes except D—"Permanent-way" and F—"Station materials." The increases under A—"Bridge-work" and B—"Engineers' plant" were, however, very small. The increases under the other classes were mostly due to receipt of materials during 1894, which were not issued during the year. These were, however, all issued during the early part of 1895.

The increase of stores balance of the Mushkaf-Bolán (state) railway does not call for any remarks, as this was due to the receipt of stores for the construction of the line.

The net result of the working of the stores department of all the standard gauge state lines worked by the state during the year 1894 was a decrease of the stores balances by ₹29,17,442.

Of the metre gauge state railways worked by the state, the Burma (state) railway shows an increase of the stores balances during the year 1894 by ₹9,00,067 (excluding amount under adjustment). This increase was due to stores received from the Mu Valley (state) railway, for the construction of rolling-stock for that line in the workshops of the Burma (state) railway.

Lines worked by guaranteed companies (*standard gauge*).—The amount of capital locked up in stores on all the guaranteed railways increased during the year to the extent noted below:

	₹	
Great Indian Peninsula	9,92,457	Excluding amounts under adjustment.
Bombay-Baroda and Central India	2,53,776	
Madras	89,099	

The increase on the Great Indian Peninsula railway is attributed principally to large purchases of coal to replenish depleted stock and partly to the importation of vacuum brake-gear, ironwork for open high-sided wagons, and gas apparatus, which remained unissued at the close of the year. The stores balances of the Great Indian Peninsula railway are receiving attention.

The increase in the stores balances of the Bombay, Baroda and Central India railway is stated to be due to permanent-way materials received during the year under review for doubling the line, and to heavy purchases of coal. The increase in the amount under adjustment was due to large shipments of bridge-work, boilers, and roofing materials which were in transit on 31st December 1894.

On the Madras railway the increase amounted to ₹89,099, excluding the amount under adjustment, but if the amount under adjustment were taken into consideration, the net result would be a reduction of stock during the year 1894 by ₹3,881 only. The stores balances of this railway are also receiving attention.

Assisted companies (*standard and metre gauges*).—The stores balances of all the railways belonging to assisted companies except the Deoghur railway, show reduction of stock during the year 1894. The increase on the Deoghur railway was only ₹161.

Lines owned by native states (*standard and metre gauges*).—Of the lines owned by native states, the stores transactions of the following resulted in an increase of stock during the year 1894:

	To the extent of ₹
Bina-Guna	3,44,311
Jodhpore-Bickaneer	8,306

The former of these railways was under construction during the year and the balance on 31st December 1894 represented principally the value of bridge-work required for construction purposes.

STATEMENT

Stores transactions on the standard

Serial No.	Railway.	Total balance on the 1st January 1894.	Receipts during the year.	Issues during the year.	Balance in A	Balance in B	Balance in C
					Bridge-work.	Engineer's plant.	Workshop machinery.
		₹	₹	₹	₹	₹	₹
	STANDARD GAUGE.						
	State lines worked by companies.						
I	East Indian	55,97,878	96,42,242	97,60,355	...	...	...
II	Bengal-Nágpur . . .	29,07,935	8,24,293	11,74,839	48,432	1,47,797	34,939
III	Indian Midland . . .	18,47,967	18,98,527	25,25,092	26,381	17,599	5,676
IV	Bhopal-Itársi (British section) .	There are no separate stores transactions for this line.				...	...
V	Godhra-Rutlam . . .	23,86,493	3,88,634	23,68,913	20,320	8,713	3,095
VI	Wardha Coal	There are no separate stores transactions for this line.				...	...
VII	Dhond-Manmád . . .	1,583	71,684	72,388	...	...	...
	Bezwada Extension . .	There are no stores on this line.			...	...	...
VIII	Rutlam-Ujjain . . .	There were no stores transactions for this line during 1894.					...
IX	Madras-Ennore branch . .	...	585	507	...	...	..
	Total .	1,27,41,856	1,28,25,965	1,59,02,094	...	...	...
	State lines worked by the State						
X	North Western (state) . .	1,04,12,436	1,69,13,677	1,68,67,209	6,14,974	1,26,741	49,868
XI	Hyderabad-Shadipalli .	...	22,666	10,560	...	...	...
XII	Oudh and Rohilkhand (state)*	20,01,962	42,65,549	39,19,536	5,910	52,337	15,674
	Bareilly-Rampur-Moradabad .	16,05,484	3,63,524	18,74,056	2,349	12,926	360
XIII	Eastern Bengal (state) . .	19,89,363	31,75,417	30,72,870	44,955	38,517	39,778
XIV	Bengal Central † . . .	92,211	44,417	49,324	2,843	14,949	785
XV	Calcutta Port Commissioners .	Statement of stores transactions not received.				...	...
XVI	East Coast (state) . . .	34,71,343	47,71,848	65,88,269	1,42,603	2,07,715	27,552
	(*Under construction.*)						
XVII	Bezwada-Madras . . .	The construction of this line was sanctioned in July 1895.					...
XVIII	Wazirabad-Lyallpur . .	There were no stores transactions in 1894.					...
XIX	Kotri-Rohri (chord line) . .	There were no stores on this line on 31st December 1894.					...
XX	Mushkaf-Bolán . . .	1,00,966	21,37,985	20,02,560	1,22,485	52,986	...
XXI	Mári-Attock	3,01,378	97,514	2,18,127	4,060	33,585	9,995
	Gradient Improvement Works North Western (state) railway	1,07,454	14,480	1,22,008	...	...	...
	Total .	2,00,82,597	3,18,07,077	3,47,24,519	...	...	...
	Carried over .	3,28,24,453	4,46,33,042	5,06,26,613	...	...	...

No. 1.

and metre gauge railways during 189.

HAND ON THE 31ST OF DECEMBER 1894.				TOTAL BALANCE ON THE 31ST DECEMBER 1894.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1894.	GRAND TOTAL AT DEBIT OF STORES.	Serial No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials and fencing.	Tools and stores.					
₹	₹	₹	₹	₹	₹	₹		
...	...	...	...	54,79,765	12,20,573	67,00,338	I	
8,54,390	6,40,361	1,71,522	6,60,938	25,57,389	2,75,168	28,32,557	II	
4,33,409	2,62,259	1,56,813	3,19,265	12,21,402	2,42,198	14,63,600	III	
...	...	...	...	...	...	...	IV	
2,44,150	268	47,041	82,627	4,06,214	1,16,622	5,22,836	V	
...	...	...	...	...	...	...	VI	
...	...	879	...	879	...	879	VII	
...	...	...	...	...	...	...		
...	...	...	...	...	...	...	VIII	
...	...	...	78	78	...	78	IX	
...	...	...	...	96,65,727	18,54,561	1,15,20,288		
41,79,906	23,58,503	3,51,821	27,77,091	1,04,58,904	7,11,817	1,11,70,721	X	The balances of the North Western (state) railway include the Abt rack materials amounting to ₹4,34,649.
7,387	...	150	4,569	12,106	...	12,106	XI	
9,16,199	5,35,495	40,596	7,81,764	23,47,975	*—1,64,296*	21,83,679	XII	*Including the Lucknow-Rae-Bareli-Benares railway.
15,104	125	24,192	39,896	94,952	252	95,204		
5,07,469	6,64,627	69,577	7,26,987	20,91,910	*—85,293*	20,06,617	XIII	
37,932	70	20,903	9,822	87,304	104	87,408	XIV	† Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
...	...	...	...	...	...	...	XV	
3,81,564	4,45,633	1,11,733	3,38,122	16,54,922	17,687	16,72,609	XVI	
...	...	...	...	...	...	...	XVII	
...	...	...	...	...	...	...	XVIII	
...	...	...	...	...	...	...	XIX	
26,251	67	7,501	27,101	2,36,391	2,19,029	4,55,420	XX	
21,602	324	39,282	71,917	1,80,765	...	1,80,765	XXI	
—96	...	...	22	*—74*	...	*—74*		
...	...	...	...	1,71,65,155	6,99,300	1,78,64,455		
...	...	...	...	2,68,30,882	25,53,861	2,93,84,743		

STATEMENT

Stores transactions on the standard

Serial No.	Railways.	Total balance on the 1st January 1894.	Receipts during the year.	Issues during the year.	Balance in A — Bridge-work.	Balance in B — Engineer's plant.	Balance in C — Workshop machinery.
		£	£	£	£	£	£
	Brought forward .	3,28,24,453	4,46,33,042	5,06,26,613	...	...	...
	STANDARD GAUGE—*contd.*						
	Lines worked by guaranteed companies.						
XXII	Great Indian Peninsula . .	44,66,943	86,64,999	76,72,542	...	...	...
XXIII	Bombay, Baroda and Central India	24,24,636*	41,65,856	39,12,080	5,88,167	21,250	36,466
XXIV	Madras	26,94,194	21,43,098	20,53,999	1,40,110	3,022	13,702
	Total .	95,85,773	1,49,73,953	1,36,38,621	...	...	...
	Assisted companies.						
XXV	Delhi-Umballa-Kalka . .	49,373	...	4,260	...	...	...
XXVI	Tarkessur	There are no stores on this railway.			...	...	...
	Total .	49,373	...	4,260	...	...	...
	Lines owned by native states and worked by companies.						
XXVII	Khámgaon	2,046	...	1,564	...	...	...
XXVIII	Amráoti	8,352	...	447	...	...	...
XXIX	Bhopal-Itársi (Native state section)	There is no separate stores account for this line.				...	...
XXX	The Nizam's Guaranteed State	6,88,213	10,01,697	11,91,463	414	15,838	5,797
XXXI	The Gaekwar's Petlád .	Exempted from submitting the statement of stores transactions.					
XXXII	Kolar Gold-fields . .						
	Total .	6,98,611	10,01,697	11,93,474	...	...	...
	Lines owned by native states and worked by state railway agency.						
XXXIII	Rájpura-Bhátinda . . .	47,740	1,355	17,644	...	376	390
XXXIV	Jammu and Kashmir (Native state section)† . . .	There are no stores on this section.			...	...	...
	Total .	47,740	1,355	17,644	...	...	...
	Lines owned and worked by native states.						
XXXV	Bina-Guna	32,115	29,19,032	25,74,721	3,37,755	...	—1
XXXVI	Bhopal-Ujjain	...	29,41,733	58,543	39,921	3,979	...
	Total .	32,115	58,60,765	26,33,264	...	...	...
	Total STANDARD GAUGE carried over.	4,32,38,065	6,64,70,812	6,81,13,876	...	...	...

No. 1—*contd.*

and metre gauge railways during 1894.

HAND ON THE 31ST DECEMBER 1894.				TOTAL BALANCE ON THE 31ST DECEMBER 1894.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1894.	GRAND TOTAL AT DEBIT OF STORES.	Serial No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials and fencing.	Tools and stores.					
₹	₹	₹	₹	₹	₹	₹		
...	...	...	...	2,68,30,882	25,53,861	2,93,84,743		
...	...	...	...	54,59,400	93,261	55,52,661	XXII	
3,30,237	7,17,090	56,626	9,28,576	26,78,412	2,04,015	28,82,427	XXIII	* The difference between this figure and the closing balance of last year (1893) is due to the system of grouped headings in the ledgers having been abandoned in favour of detailed headings of each kind of stores, which necessitated the distribution of the grouped values over the detailed heads resulting in a difference of ₹2,613-2-6. A reclassification of the detailed headings in the ledgers in accordance with the Director General of Railways' classification list has also caused differences between the closing balances of the year 1893, and the opening balances of the year 1894, under the different classes of stores.
6,83,721	52,316	47,481	18,42,941	27,83,293	44,139	28,27,432	XXIV	
...	...	...	...	1,09,21,105	3,41,415	1,12,62,520		
27,050	12,500	3,024	2,539	45,113	...	45,113	XXV	
...	...	...	...	...	...	...	XXVI	
...	...	...	...	45,113	...	45,113		
482	...	...	...	482	...	482	XXVII	
7,905	...	...	...	7,905	...	7,905	XXVIII	
...	...	...	...	...	...	...	XXIX	
26,132	2,12,490	27,389	2,10,187	4,98,447	...	4,98,447	XXX	
...	...	...	...	...	...	...	XXXI XXXII	
...	...	...	...	5,06,834	...	5,06,834		
9,249	...	21,138	298	31,451	26	31,477	XXXIII	
...	...	...	...	...	...	...	XXXIV	† The British section of this railway forms an integral part of the North-Western (state) railway.
...	...	...	...	31,451	26	31,477		
22,620	3	3,198	12,857	3,76,426	...	3,76,426	XXXV	
27,87,182	...	49,893	2,215	28,83,190	3,67,311	32,50,501	XXXVI	
...	...	...	...	32,59,616	3,67,311	36,26,927		
...	...	...	...	4,15,95,001	32,62,613	4,48,57,614		

STATEMENT

Stores transactions on the standard

Serial No.	Railways.	Total balance on the 1st January 1894.	Receipts during the year.	Issues during the year.	Balance in A — Bridge-work.	Balance in B — Engineer's plant.	Balance in C — Workshop machinery.
		₹	₹	₹	₹	₹	₹
	Brought forward (standard gauge)	4,32,38,065	6,64,70,812	6,81,13,876	...	...	...
	METRE GAUGE.						
	State lines worked by companies.						
XXXVII	Bengal and North-Western*—						
	Tirhoot section	7,77,586	7,92,633	8,47,416	17,513	12,495	6,996
	Company's section						
XXXVIII	Rohilkund and Kumaon (Lucknow-Bareilly section)†	1,69,125	3,10,706	3,02,629	374	1,187	2,974
XXXIX	Rajputana-Malwa‡	42,21,986	55,78,985	53,25,565	43,079	56,843	82,100
XL	Pálanpur-Déesa	Included in the stores transactions of the Rajputana-Malwa railway.					
XLI	Southern Mahratta	17,86,740	20,40,353	19,14,335	5,211	34,850	39,959
XLII	Guntakal-Mysore Frontier	7,685	...	5,835	...	...	...
XLIII	Southern Mahratta (Mysore section)	Included in the stores transactions of the Southern Mahratta railway.					
XLIV	South Indian	31,66,178	26,88,677	32,17,543	47,813	46,060	21,316
XLV	Máyavaram-Mutupet	1,53,532	63,929	2,12,339	...	417	1,534
	(Under construction.)						
XLVI	Assam-Bengal	33,86,820	32,74,147	25,31,182	10,73,898	1,47,946	39,729
	TOTAL	1,36,69,652	1,47,49,430	1,43,36,844	...	...	...
	State lines worked by the State.						
XLVII	Eastern Bengal (state)—						
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	Included in the stores transactions of the standard gauge section.					...
	Dacca section						
XLVIII	Burma (state)	11,74,493	26,74,843	17,74,776	23,600	35,254	21,127
	(Under construction.)						
XLIX	Cawnpore-Gogra (metre gauge link).	There were no stores on this line on 31st December 1894.					...
L	Mu Valley§	14,63,970	6,96,160	17,24,885	1,86,908	78,318	96,033
	TOTAL	26,38,463	33,71,003	34,99,661	...	...	...
	Carried over (metre gauge)	1,63,08,115	1,81,20,433	1,78,36,505	...	...	...

No. 1—*contd.*

and metre gauge railways during 1894.

HAND ON THE 31ST OF DECEMBER 1894.				TOTAL BALANCE ON THE 31ST DECEMBER 1894.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1894.	GRAND TOTAL AT DEBIT OF STORES.	Serial No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials and fencing.	Tools and stores.					
₹	₹	₹	₹	₹	₹	₹		
...	...	...	...	4,15,95,001	32,62,613	4,48,57,614		
2,53,364	1,52,274	39,805	2,40,356	7,22,803	2,680	7,25,483	XXXVII	* Although for convenience classed amongst state railways, the Company's section of this line is the property of the Bengal and North-Western Railway Company.
36,273	51,179	11,944	73,271	1,77,202	...	1,77,202	XXXVIII	† Includes the stores transactions of the Company's section also.
9,76,621	14,41,386	2,40,485	16,34,892	44,75,406	65,995	45,41,401	XXXIX	‡ The opening balance of this statement does not agree with the closing balance as shown in the statement for the year 1893 in consequence of a revision of rates and reclassification of articles on the opening out of new ledgers from 1st January 1894.
...	...	...	...	...	...	...	XL	
3,07,347	5,80,072	69,524	8,75,795	19,32,758	29,385	19,42,143	XLI	
...	...	...	...	1,850	...	1,850	XLII	The figures shown against the Guntakal-Mysore Frontier railway represent the balance of the stores taken over by the Southern Mahratta Railway Company with the Dharmavaram-Hindupur section.
...	...	...	...	...	...	...	XLIII	
5,19,058	4,47,354	1,56,213	13,99,498	26,37,312	—16,137	26,21,175	XLIV	
317	...	270	2,584	5,122	11,250	16,372	XLV	
19,68,646	2,86,836	2,69,305	3,63,434	41,49,785	1,10,848	42,60,633	XLVI	
...	...	...	...	1,40,82,238	2,04,021	1,42,86,259		
...	...	...	...	...	...	...	XLVII	
5,37,849	7,35,317	63,374	6,58,039	20,74,560	—14,425	20,60,135	XLVIII	
...	...	...	...	...	...	...	XLIX	
1,79,252	—4,64,116‖	1,42,672	2,16,178	4,35,245	19,256	4,54,501	L	§ The open section of this railway forms a part of the Burma (state) railway system. ‖ Due to value of stores not yet transferred from London stores account.
...	...	...	...	25,09,805	4,831	25,14,636		
...	...	...	...	1,65,92,043	2,08,852	1,68,00,895		

STATEMENT

Stores transactions on the standard

Serial No.	Railway.	Total balance on the 1st January 1894.	Receipts during the year.	Issues during the year.	Balance in A — Bridge-work.	Balance in B — Engineer's plant.	Balance in C — Workshop machinery.
		₹	₹	₹	₹	₹	₹
	Brought forward (standard gauge)	4,32,38,065	6,64,70,812	6,81,13,876	...	...	...
	Brought forward (metre gauge)	1,63,08,115	1,81,20,433	1,78,36,505	...	...	...
	METRE GAUGE—*concld.*						
	Assisted companies.						
LI	Deoghur	1,186	4,471	4,310	...	...	...
LII	Rohilkund and Kumaon (company's section).	There are no separate stores transactions for this section.					...
LIII	Bengal-Dooars	67,845	1,50,575	1,99,728	614	1,768	99
LIV	Dibru-Sadiya	Exempted from submitting the statement of stores transactions.					...
	(*Under construction.*)						
LV	Ahmedabad-Parantij	There were no stores transactions for this line during 1894.					...
LVI	Nilgiri	Exempted from submitting the statement of stores transactions.					...
	TOTAL	69,031	1,55,046	2,04,038	...	...	...
	Lines owned by native states and worked by companies.						
LVII	The Gaekwar's Mehsána	Exempted from submitting the statement of stores transactions.					...
LVIII	Kohlápur						
LIX	Yesvantpur-Mysore frontier	Included in the stores transactions of the Southern Mahratta railway.					
LX	Mysore-Nanjangúd.						
	TOTAL	...	...	...	...	...	...
	Lines owned and worked by native states.						
LXI	Jodhpore-Bickaneer—						
	Jodhpore section	1,08,391	3,52,670	3,44,365	...	...	...
	Bickaneer section						
LXII	Bhávnagar-Gondal-Junágarh-Porbandar.	3,06,166	5,52,362	6,41,579	4,363	16,327	2,291
LXIII	Jetalsar-Rájkot	No separate stores accounts are maintained for this line.					...
	(*Under construction.*)						
LXIV	Oodeypore-Chitor	...	1,876	...	...	224	...
LXV	Rájkot-Jamnagar	...	...	...	...	...	...
	TOTAL	4,14,557	9,06,908	9,85,944	...	...	...
	TOTAL METRE GAUGE	1,67,91,703	1,91,82,387	1,90,26,487	...	...	...
	GRAND TOTAL	6,00,29,768*	8,56,53,199	8,71,40,363	...	...	...

No. 1—*concld.*

and metre gauge railways during 1894.

HAND ON THE 31ST OF DECEMBER 1894.				TOTAL BALANCE ON THE 31ST DECEMBER 1894.€	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1894.	GRAND TOTAL AT DEBIT OF STORES.	Serial No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials and fencing.	Tools and stores.					
₹	₹	₹	₹	₹	₹	₹		
...	...	...	...	4,15,95,001	32,62,613	4,48,57,614		
...	...	...	...	1,65,92,043	2,08,852	1,68,00,895		
192	195	...	960	1,347	...	1,347	LI	
...	...	...	...	...	...	...	LII	
5,595	1,016	409	9,191	18,692	...	18,692	LIII	
...	...	...	...	...	...	...	LIV	
...	...	...	...	...	...	...	LV	
...	...	...	...	...	...	...	LVI	
...	...	...	...	20,039	...	20,039		
...	..	...	...	...	...	...	LVII LVIII	
...	...	...	...	...	...	...	LIX LX	
...	...	...	...	...	...	...		
65,734	...	...	50,962	1,16,696	7,000	1,23,696	LXI	
15 888	66,579	4,158	1,07,343	2,16,949	...	2,16,949	LXII	
...	...	...	...	...	...	...	LXIII	
...	...	...	1,652	1,876	...	1,876	LXIV	
...	...	...	...	...	...	...	LXV	
...	...	...	...	3,35,521	7,000	3,42,521		
...	...	...	...	1,69,47,603	2,15,852	1,71,63,455		
...	...	...	...	5,85,42,604	34,78,465	6,20,21,069		

* For reasons for the difference between the closing balance of 1893 and the opening balance of 1894 see remarks against the Bombay, Baroda and Central India and Rajputana-Malwa railways.

Miscellaneous.

East Indian Railway (standard gauge).

9. The following statement shows the quantity of oil manufactured at the oil-mills at Manauri during the year 1894, as compared with the quantity manufactured in 1893:

Description.	1893.		1894.	
	Total quantity manufactured.	Average cost per cwt.	Total quantity manufactured.	Average cost per cwt.
	Cwt.	R a. p.	Cwt.	R a. p.
Castor oil	28,191	13 1 5·2	32,518	12 9 2·1
Linseed oil, raw	968	17 0 7·0	1,001	19 12 1·6
Linseed oil, boiled	433	17 3 8·7	347	19 12 4·8

North Western (state) Railway (standard gauge).

10. The following statement shows the total quantity of vegetable oils manufactured in the railway oil-mills at Lahore during the last two years:

Description.	1893-94.		1894-95.	
	Total quantity manufactured.	Average cost per cwt.	Total quantity manufactured.	Average cost per cwt.
	Cwt.	R a. p.	Cwt.	R a. p.
Castor oil	17,977	13 9 11	22,449	13 1 11
Linseed oil, raw	2,807	18 13 7	775	17 7 2
Linseed oil, boiled	448	19 12 2	269	19 6 11

The manufacturing rate of castor oil during 1894-95 was less by Re-8-0 per cwt. than in the previous year. The difference was due to the reduced contract rate for seed during 1894-95, to the deductions made from the contractor's bills for light seed, and to the higher percentage of oil obtained during that year, *viz.*, 39·11 against 38·34 for 1893-94. The cost of repairs to machinery, etc., was also much heavier in 1893-94 than in 1894-95.

The rate of linseed oil, raw, was also less by R1-6-5 than in the previous year, chiefly due to the cost of repairs to machinery being much heavier in 1893-94. The oil issued for the manufacture of "boiled oil" was charged at the book rate for raw linseed oil.

Oudh and Rohilkhand (state) Railway (standard gauge).

11. Canadian lubricating oil continues to be used for axle-boxes, and 66 tons, valued at R13,280, were consumed during the year.

The Punjab Steam Mills Company's lubricating oil, which was received in 1894, was also used for 7⅓ months for lubricating the axles of vehicles. Practically little or no difference was found in the results of working of the two oils, the wear of parts as well as consumption being nearly the same. The Punjab oil, however, was found to be more inflammable than the black or Canadian oil, and inferior to it as a lubricant.

Eastern Bengal (state) Railway system (standard and metre gauges).

12. The following statement shows the quantities of oil used during 1894 as compared with 1893, and the average cost:

Description.	1893.		1894.	
	Quantity used.	Average cost per gallon.	Quantity used.	Average cost per gallon.
	Gals.	R a. p.	Gals.	R a. p.
Castor oil { From jails	25,781	1 5 5	10,670	1 3 7·26
Castor oil { From local market	67,147	1 3 8	67,592	1 3 10·77
Kerosine oil	46,162	0 7 11	48,735	0 9 5·30
Mineral oil (or Canadian)	24,677	0 12 6	53,374	0 11 9·59

Besides the above, several other oils were used in small quantities for trial purposes during the year under review.

Bombay, Baroda and Central India Railway (standard gauge).

13. The following statement shows the total quantity of oils manufactured in the railway Company's oil mills at Sábarmati during the last two years:

Description.	1893.		1894.	
	Total quantity manufactured.	Average cost per cwt.	Total quantity manufactured.	Average cost per cwt.
	Cwt.	R a. p.	Cwt.	R a. p.
Castor oil	14,681	13 4 6	14,315	13 6 9
Linseed oil	870	26 1 3	1,560	26 10 8
Mixed lubricating oil (castor and petroleum in equal parts)	6,791	11 2 1	4,680	9 14 3

The increase in the rate of castor oil was partly due to a large use of woollen bagging and coir mats for crushing seeds and partly to inclusion in the accounts for 1894 of exchange compensation allowance to the supervisor and engineer from 1st March 1893.

The increase in the rate of linseed oil was chiefly due to a reduction in the percentage of oil extracted from the seeds crushed. The average price for seed was also somewhat higher, *viz.*, R7-12-6 per cwt. against R7-11-8 in 1893. The large reduction in the rate of mixed oil was due to a lower price paid for petroleum oil, *viz.*, R6-12-0 per cwt. as against R8-15-8 in 1893.

The following statement shows the consumption of oils during the official year 1894-95:

Description.	Consumption in 1894-95.	Rate.
		R a. p.
Castor oil { burning	Tons 93	Per cwt. 10 14 0
Castor oil { pure	„ 132	„ 13 12 1
Mixed oil	„ 76	„ 9 1 5
Cocoanut oil	„ 67	„ 17 15 5
Linseed oil { raw	Gallons 841	Per gall. 2 13 10
Linseed oil { boiled	„ 6,602	„ 2 8 7
Kerosine oil	„ 35,700	„ 0 7 2

The Nizam's Guaranteed State Railway (standard gauge).

14. Axle oil supplied by the Vacuum Oil Company is being tried on this railway, but since it has been in use there has been a greater proportion of hot axles than when castor oil was used.

Bengal and North-Western Railway, including the Tirhoot section (metre gauge).

15. The following table shows the rates for castor and Canadian oils for the past two years:

	1893-94.	1894-95.
	₹ a. p.	₹ a. p.
Castor oil . . . . . per cwt.	13 10 0	13 8 0
Canadian oil . . . . . „	10 4 0	9 8 0

Canadian oil continues to be used for lubricating locomotives, carriages and wagons. Castor oil is chiefly used for lighting purposes.

Rajputana-Malwa Railway system (metre gauge), including Godhra-Rutlam Railway (standard gauge).

16. The following quantities of castor, linseed, and other oils were received from the Sábarmati mill during the last two years:

Description.	1893-94. Quantity.	1893-94. Average price per cwt.	1894-95. Quantity.	1894-95. Average price per cwt.
		₹ a. p.		₹ a. p.
Castor oil . .	403 tons .	14 12 0 per cwt.	401 tons .	13 9 9 per cwt.
Linseed oil (boiled) .	3,101 gallons .	1 15 3 „ gall.	3,157 gallons .	2 3 7 „ gall.
Linseed (raw) . .	2,240 „ .	1 14 10 „ „	2,510 „ .	2 2 5 „ „
Mixed oil . .	326 tons .	13 2 0 „ cwt.	169 tons .	12 2 0 „ cwt.
Kerosine oil . .	47,625 gallons .	0 8 4 „ gall.	62,022 gallons .	0 8 3 „ gall.
Cocoanut oil . .	8 tons .	16 5 0 „ cwt.	5 tons .	16 0 0 „ cwt.
Petroleum . .	132 „ . .	7 13 0 „ „	179 „ . .	7 13 9 „ „

Castor oil is used for carriage lighting, and castor oil, with an admixture of petroleum, for lubricating purposes.

Southern Mahratta Railway (metre gauge).

17. The following are the particulars of Canadian oil, castor oil, axle oil, and engine-cleaning oil consumed during 1893 and 1894:

Items.	Particulars.	1893. Quantity.	1893. Rate per cwt.	1894. Quantity.	1894. Rate per cwt.
		Cwts.	₹ a. p.	Cwts.	₹ a. p.
1	Oil, petroleum, Canadian	1,968	12 3 0	1,994	9 9 0
2	„ castor	699	16 13 0	555	16 10 0
3	„ petroleum, axle (Vacuum Oil Company)	7	11 4 0	40	9 4 0
4	„ „ „ (Punjab Oil Company)	...	...	20	9 4 0
5	„ engine-cleaning (Vacuum Oil Company)	...	...	4	13 0 0

The purchase rates of Canadian oil delivered at Bombay were ₹11-9-9 and ₹8-15-0 per cwt. during 1893 and 1894 respectively; the reduction was probably due mainly to competition in the market; the quality was exactly the same

as in previous years; it is an excellent lubricant, but its tendency to viscosity in cold weather is sometimes inconvenient.

The petroleum axle oil obtained from the Vacuum Oil Company gave very satisfactory results for general purposes, but it is not heavy enough for cylinders or steam chests, and its flashing point is rather too low.

A trial of petroleum engine-cleaning oil supplied by the Vacuum Oil Company was made, and the result as compared with cocoanut oil was in favour of the former, both as regards economy and the effects obtained.

Burma (state) Railway (metre gauge).

18. American petroleum oil of flashing temperature not less than 250° Fahrenheit continues to be used in roof lamps, and is giving entire satisfaction.

Axle oil is still being supplied by the Burma Oil Company at 10 annas per imperial gallon, and gives satisfaction. This company has also supplied, since January 1895, engine-cleaning oil at 5 annas per imperial gallon. American cylinder oil at a cost of R1-3-6 per imperial gallon is also used.

Rohilkund and Kumaon Railway, including Lucknow-Bareilly Railway (metre gauge).

19. Castor oil continues to be used for the lighting of trains, and kerosine oil for stations and offices. Vacuum axle oil is being used for the lubricating of coaching and goods vehicles; a mixture of vacuum and castor oils in about equal proportions is used in lubricating engine and tender axles, and castor oil in the other working parts of engines.

The average rate for castor oil for the year 1894-95 was R12-4-3·89 per cwt. against R11-14-0 for the previous year. The rate for vacuum axle oil was R9-7-0 per cwt.

Fuel consumption.

20. Particulars of the fuel consumption on railways will be found in Chapter XI, pages 164 to 172 of Part I of the Administration report.

CHAPTER II.

CAPITAL.

The following paragraphs detail the capital transactions of the more important standard and metre gauge railways during the year 1894:

East Indian Railway (standard gauge).

2. The following is a brief statement of the capital transactions of the East Indian railway as recorded in the Finance and Revenue Accounts of the Empire; further details will be found in Chapter II, pages 30 and 31, of the Administration report, Part II, for 1890-91.

The figures do not represent the actual money expended in constructing the line, but the capital expenditure incurred by the State in the purchase of the line and subsequent additions.

The Government took over the railway at a valuation of £37,200,000, made up thus:

Sum actually raised, £26,200,000, and consolidated into the capital stock of the Company, taken over at a commuted value of £125 for every £100 of capital stock, the par value of which on the purchase became . . .	32,750,000
Debentures and debenture stock taken over as State debt .	4,450,000
	37,200,000

At the end of 1894 commuted capital stock and debentures and debenture stock to the extent of £11,749,156 had been paid for by the State by the creation of a "Debt" of £12,032,765 + Rx. 10,675, the amount of which was transferred in the Finance and Revenue Accounts in the year concerned to "Debt incurred for Productive Public Works," and has been so recorded against the capital account of the East Indian railway.

The *balance of the commuted capital* remains to be discharged by the payment of an annuity of £850,538, which is exclusive of the deferred annuity.

The annuity of £850,538, which is discharging commuted capital to the extent of £18,900,844, is exclusive of the deferred annuity on the commuted capital amounting to £6,550,000.

Since the purchase of the line—1st January 1880—the capital transactions of the East Indian railway to the 31st December 1894 stand as follow:

	R	£	*Rx.*
Debt incurred in, or created for, the purchase of the line . . .	...	12,032,765	+ 10,675
Capital outlay incurred since purchase of line—			
Overdrawn capital to the 31st December 1879 . . .	26,45,269		
Capital outlay on final heads . . .	3,87,85,092		
Carried over .	4,14,30,361	12,032,765	+ 10,675

Brought forward .		4,14,30,361	12,032,765	+10,675
Capital stores suspense		67,95,357		
		4,82,25,718		
Deduct—Value of stores, cash deposits, etc., received from the Company on purchase of the line . .	84,87,507			
Sale proceeds of surplus stores, dismantled buildings and other receipts on capital account .	15,25,999			
		1,00,13,506		
		3,82,12,212		3,821,221
Totals .			12,032,765	+3,831,896

The expenditure during 1894 on final heads, including outlay on lines under construction, amounted to R25,98,080. The following are the principal works on which expenditure was incurred:

	R
Jherriah extension	6,23,124
Toposi branch extension	5,13,336
Assisted sidings—Jherriah and Toposi extensions . .	1,14,070
Protection of Hooghly bridge works	1,34,878
Substituting plate girders for existing Warren girders on the Morhar and Poonpoon bridges, Patna-Gya branch .	48,373
Improvement of fencing throughout the line	49,216
Relaying the Patna-Gya branch with 12 Denham-Olpherts sleepers to each pair of rails	47,898
Permanent-way materials for the Jamálpur foundry and workshops	32,564
Three 18″ high rolling mills and ten furnaces . . .	51,450
Two steamers and four flats for the Azimganj-Jeaganj ferry service	57,970
Two steamers and four flats for the Monghyr ferry service .	63,803
Additional rolling-stock	1,32,666
Central pit at the Serampore colliery	44,187

The following figures show the comparison of annuity and interest charges for 1894 with net earnings:

	R
Annuity	1,99,55,113
Interest—	
On debenture stock	11,42,468
On deferred annuity	44,34,470
On debentures paid off	14,18,673
On overdrawn capital	1,05,811
On capital, capital advance and stores accounts . .	16,71,034
Total .	2,87,27,569
Net earnings, *less* contribution to the Provident Fund .	3,64,26,405
Excess of net earnings over charges for interest and annuity	76,98,836

The total capital outlay on the East Indian railway to the 31st December 1894 which has been adopted for statistical purposes in this report, as representing the cost of constructing the line, has been arrived at as follows:

	₹
Capital outlay by the East Indian Railway Company prior to the purchase of the line by the State	32,94,21,094
Outlay on final heads since purchase	3,87,85,092
Amount at debit of suspense	67,95,357
Balance of surplus stores on purchase of line	9,75,428
	37,59,76,971
Deduct—	
Outlay on the Grand Chord line survey	1,44,434
	37,58,32,537
Deduct—	
Sale proceeds of dismantled buildings, etc.	8,95,347
Outlay on open line to the 31st December 1894	37,49,37,190

Bengal-Nágpur Railway (standard gauge).

3. The capital account of the railway on the 31st December 1894 stood as under:

	£	£	
Capital authorized—			
Share capital	3,000,000		
Debentures	1,500,000		
Advances by the Secretary of State for India under Act 51 *Vic.*, Chapter 5	2,760,000		
Advances by the Secretary of State for India for capital outlay on the Katni-Umaria section	373,372		
		7,633,372	=9,92,33,830
Capital subscribed—			
Share capital	3,000,000		
Debentures	1,500,000		
Advances by the Secretary of State for India under Act 51 *Vic.*, Chapter 5	2,760,000		
Advances by the Secretary of State for India for capital outlay on the Katni-Umaria section	373,372		
Capital not bearing interest	5,780		
		7,639,152	=9,93,08,980
Capital expenditure—			
On construction account		7,333,049	=9,53,29,632
On stores in suspense		217,889	= 28,32,557
On advances in suspense		892	= 11,600
		7,551,830	=9,81,73,789
Balance available of—			
Capital authorized		81,542	= 10,60,041
Capital subscribed		87,322	= 11,35,191

The total capital outlay on final heads to the 31st December 1894 was distributed as follows:

	₹
Main line from Nágpur to Ásansol, including the branch line from Katni to Biláspur, and London establishment and other charges	9,32,63,131
Sambalpur branch—Jharsuguda to Sambalpur	20,63,892
Jherria Coal survey	1,946
Raipur-Dhamtari survey	663
Total	9,53,29,632

The expenditure during 1894 on final heads was ₹3,96,580, of which ₹31,658 were incurred on gangmens' huts in the Biláspur district.

The following figures show the comparison of interest charges for 1894 with net earnings:

	₹
Interest—	
On subscribed capital at 4 per cent.	20,18,704
On debentures at 3½ per cent.	5,88,789
On debentures at 3¼ per cent.	2,73,366
On advances by the Secretary of State for India under Act 51 *Vic.*, Chapter 5, at 3¼ per cent.	15,08,981
On advances by the Secretary of State for India for capital outlay on Katni-Umaria section at 4 per cent.	1,94,153
Total	45,83,993
Net earnings, *less* contribution to the Provident Fund	32,58,414
Deficit of net earnings below interest charges	13,25,579

Indian Midland Railway (standard gauge).

4. There was no increase to the capital account of the railway during the year; but debenture bonds for £1,000,000, bearing interest at 3½ per cent., having matured on 1st January 1894, were arranged to be continued for the same amount, bearing interest at the rate of 3¼ per cent., for four years to 31st December 1897. The total capital at the close of the year was as follows:

	£	₹
Capital authorized—		
Share capital	3,000,000	
Debentures	2,754,100	
Advances by the Secretary of State for India under Act 51 *Vic.*, Chapter 5	1,345,000	
	7,099,100	=8,87,38,750
Capital subscribed—		
Share capital	3,000,000	
Debenture bonds at 3¼ per cent.	2,754,100	
Advances by the Secretary of State for India under Act 51 *Vic.*, Chapter 5	1,345,000	
Capital not bearing interest	2,016	
	7,101,116	=8,87,63,955
Capital expenditure—		
On construction account	6,899,466	=8,62,43,319
On stores in suspense	123,651	= 15,45,636
On advances in suspense	1,398	= 17,482
	7,024,515	=8,78,06,437
Balance available of—		
Capital authorized	74,585	= 9,32,313
Capital subscribed	76,601	= 9,57,518

The expenditure during 1894 on final heads was ₹12,42,507.

The following are the principal works on which the expenditure was incurred:

	₹
Doubling the line from Bína station to chainage 1,572·50, being the continuation of Bína-Guna railway	31,715
Renewal of timber sleepers on the Scindia section with Indian Midland railway pots	1,12,117
Locomotive and carriage and wagon shops, including general stores buildings	2,15,822
Water wheel and pumps at Gadia	29,450
Rolling-stock	7,50,088

The following figures show the comparison of interest charges for 1894 with net earnings:

Interest—		
On subscribed capital at 4 per cent.	20,18,705	
On debentures at 3½ per cent.	15,05,755	
On advances by the Secretary of State for India	7,35,355	
		42,59,815
Net earnings, *less* contribution to the Provident Fund		22,02,334
Deficit of net earnings below interest charges		20,57,481

Wardha Coal State Railway (standard gauge).

5. The total capital outlay on final heads of account to the 31st December 1894 was R49,87,689. There was no sum at debit of suspense, nor was any expenditure incurred on capital account during the year under review.

The following figures show the comparison of interest charges for 1894 with net earnings:

	R
Interest on capital outlay at 4 per cent.	1,99,508
Net earnings	89,289
Deficit of net earnings below interest charges	1,10,219

Dhond-Manmád State Railway (standard gauge).

6. The total capital outlay on final heads of account to the 31st December 1894 was R1,12,10,763. The amount held in suspense was R879.

The expenditure during 1894 on final heads was R1,08,668, and was chiefly incurred on fencing and stations and buildings.

The following figures show the comparison of interest charges for 1894 with net earnings:

	R
Interest on capital outlay at 4 per cent.	4,48,018
Net earnings	3,81,993
Deficit of net earnings below interest charges	66,025

Bezwada Extension Railway (standard gauge).

7. The total capital outlay on final heads of account to the 31st December 1894 amounted to R14,26,901. There was no sum at debit of suspense.

The following figures show the comparison of interest charges for 1894 with net earnings:

	R
Interest on capital outlay at 4 per cent.	57,122
Net earnings, *less* contribution to the Provident Fund	71,270
Excess of net earnings over interest charges	14,148

North Western (state) Railway (standard gauge).

8. In the capital account of the North Western (state) railway system is included that portion of the purchase money of the Sind, Punjab and Delhi railway which was raised by the issue of India stock amounting to £4,911,621: the balance of the cost of this line is being redeemed by means of an annuity.

The Sind, Punjab and Delhi undertaking was taken over from the Company on the 1st January 1886 at a valuation of £14,009,124-8-3. On date of purchase the share capital of the Company stood at £11,075,320; there were

no debentures or debenture stock. At the market rate of the day the share capital represented £14,009,124-8-3, and was acquired by Government by means of an annuity of £4-1-7·6393 per cent. on this commuted value. Government were, however, empowered to convert these annuities into India stock, and since the date of purchase £200,467-10-5 of annuities have been redeemed by the issue of £4,911,621-6-1 India 3½ per cent. stock, which represents £4,911,216-6-4 of the commuted capital redeemed. The balance of the commuted capital stock, £9,097,908-1-11, remains dischargeable by an annual payment of £371,361-3-7, which is charged to the revenue account of the line at the average rate of exchange of the year of payment.

The capital cost to the State of the North Western (state) railway on the 31st December 1894 is made up as follows:

Purchase money, Sind, Punjab and Delhi railway	14,009,124	
Overdrawn capital, Sind, Punjab and Delhi railway	...	28,70,470
Outlay on construction account from commencement of operations, and on the Sind, Punjab and Delhi section since purchase of line	...	30,37,56,788*
Suspense accounts	...	1,15,55,151*
		31,81,82,409
Deduct—		
Receipts on capital account and value of assets made over by the late Sind, Punjab and Delhi Railway Company	...	73,41,475*
Totals	14,009,124	+31,08,40,934

The capital expenditure during 1894 on final heads of account, excluding the outlay on gradient improvement works, amounted to R14,65,712 and was incurred chiefly on the following works:

	R
Fitting vacuum brake gear to engines and stock	26,431
Fitting 25 additional main line engines with vacuum automatic brakes	43,011
Doubling the line from Kiámári to Pipri	1,16,642
Additional water-ways on the late Colliery district	44,726
Making dips between Sher Shah and Chenab East Bank	1,02,301
Road over-bridge at Amritsar	63,942
Repairs and additions to the training works of the Chenab river at Wazirabad	30,349
Renewing 50-span girders of the Jhelum bridge	90,522
Completing the lining of the Khojak tunnel	72,610
Remodelling the Bandar head outwards goods yard	31,152
Flood works of 1893 on the Sukkur district	1,24,582
Combined commissariat and transport siding at Ráwalpindi	39,434
Building a sub-way at Ráwalpindi	58,557
Proposed water-supply at Umballa City	33,394
Protection of line from damage by floods on the late Colliery districts	57,335

* Including outlay on gradient improvement works, as follows:

	R
Final heads	70,59,882
Suspense	16,708
	70,76,590
Deduct—	
Receipts on capital account	2,739
	70,73,851

The following figures show the comparison of interest charges for 1894 with net earnings:

	Pishin section.	Sind-Sagar and Khusálgarh branches.	Main line and other branches.
Interest at 4 per cent.	34,97,709	13,75,256	1,70,83,119*
Net earnings, *less* contribution to the Provident Fund	—10,83,847	2,59,608	1,35,89,420
Deficit of net earnings below interest charges	45,21,556	11,15,648	34,93,699

The total capital outlay on the North Western (state) railway to the 31st December 1894, which has been adopted for statistical purposes in this report as representing the money expended in constructing the line, has been arrived at as follows:

Outlay on final heads on the Sind, Punjab and Delhi railway up to the date of purchase of the line by the State		11,88,73,361
State outlay on the North Western (state) railway system		30,37,56,788†
		42,26,30,149
Deduct—Receipts on capital account		25,04,824†
		42,01,25,325
Amount held in suspense		1,15,55,151†
Total outlay to the 31st December 1894 adopted for statistical purposes		43,16,80,476
	₹	
Deduct—Outlay on gradient improvement works	70,73,851	
Outlay on doubling the Kiámári-Kotri section	1,26,313	
		72,00,164
Outlay on open line		42,44,80,312

The approximate distribution of the outlay on final heads, *viz.*, ₹42,01,25,325, shown above, between the commercial and military sections, is as follows:

	₹	₹
Commercial section—		
Main line and branches		29,81,02,932†
Military section—		
Sind-Sagar and Khusálgarh branches	3,44,76,231	
Pishin section	8,75,46,162	
		12,20,22,393

Hyderabad-Shadipalli Railway (standard gauge).

9. The total capital outlay on final heads of account to the 31st December 1894 amounted to ₹17,15,513. The amount held in suspense was ₹12,106.

The expenditure during 1894 on final heads was ₹56,112, and was incurred chiefly in ballasting the line.

* Including ₹1,03,59,245 on account of annuity for the two half-years payable on account of purchase money of late Sind, Punjab and Delhi railway.

† Including outlay on gradient improvement works as at foot of the previous page.

The following figures show the comparison of interest charges for 1894 with net earnings:

	R
Interest on capital outlay at R4 per cent.	68,940
Net earnings	36,062
Deficit of net earnings below interest charges	32,878

Oudh and Rohilkhand (state) Railway system (standard gauge).

10. The Oudh and Rohilkhand guaranteed railway was purchased by the Government on the 1st January 1889 and taken over at a valuation of £10,336,049.

On the date of purchase the capital of the Oudh and Rohilkhand Guaranteed Railway Company consisted of—

	£
Share capital	4,000,000
Debentures and debenture stock	5,300,000
Total	9,300,000

The share capital was acquired by the issue of £5,036,049, 3 per cent. India stock, and the debentures and debenture stock were taken over as State debt.

Since the purchase of the line, 1st January 1889, to 31st December 1894, the capital transactions of the railway, including those of the Lucknow-Rae Bareli and the Bareilly-Rampur-Moradabad lines, which are treated as parts of the Oudh and Rohilkhand (state) railway system, stand as under:

	£	R	R
Cost to the State on account of purchase of the Oudh and Rohilkhand guaranteed railway	10,336,049		
Capital outlay on final heads since purchase of the guaranteed railway, and on the Lucknow-Rae Bareli and the Bareilly-Rampur-Moradabad lines since the commencement of operations			1,14,53,328
Suspense account			22,68,943
			1,37,22,271
Deduct—			
Undrawn capital at time of purchase of the Oudh and Rohilkhand guaranteed railway		8,41,459	
Value of stores taken over from the Oudh and Rohilkhand Guaranteed Railway Company		24,60,594	
			33,02,053
Totals	10,336,049	+	1,04,20,218

The capital expenditure during 1894 on final heads of account was R32,16,258, of which R30,94,981 were incurred on the Bareilly-Rampur-Moradabad section and R25,306 on three self-acting lathes.

Credits of R89,262 and R15,552, arising from the sale of the Benares bridge plant, and from the dismantlement of sidings at Moradabad and Ajodhya Ghât, respectively, were made to capital during the year.

The following figures show the comparison of interest charges for 1894 with net earnings:

	R
Interest	63,11,123
Net earnings, *less* contribution to the Provident Fund	57,36,138
Deficit of net earnings below interest charges	5,74,985

Of the sterling debt incurred in England in connection with the purchase of the line, £10,333,148 India stock carries interest at the rate of 3 per cent. per annum and £384,700 debenture stock carries interest at 4 per cent. per annum: there is also an annual charge of £1,700 on account of a Sinking Fund. The sterling charges for interest have been converted into Indian currency at the average rates of exchange for the two half-years. On the capital outlay incurred by the State on the Oudh and Rohilkhand railway since it was taken over from the Company, and on the capital outlay on the Lucknow-Rae Bareli and Bareilly-Rampur-Moradabad sections, interest has been calculated at 4 per cent. per annum.

The total capital outlay on the Oudh and Rohilkhand (state) railway system, including the Lucknow-Rae Bareli and the Bareilly-Rampur-Moradabad sections to the 31st December 1894, *viz.*, R10,28,79,319, which has been adopted for statistical purposes in this report as representing the money expended in constructing the line, has been arrived at as follows:

	R
Expenditure incurred on final heads by the Oudh and Rohilkhand Guaranteed Railway Company to the 31st December 1888	8,91,57,048
Outlay on final heads by the State from the 1st January 1889 to the 31st December 1894 on the Oudh and Rohilkhand guaranteed railway, and from the commencement of operations to the 31st December 1894 on the Lucknow-Rae Bareli and Bareilly-Rampur-Moradabad sections	1,14,53,328
	10,06,10,376
Amount held in suspense	22,68,943
	10,28,79,319

Eastern Bengal (state) Railway system (standard, metre and special gauges).

11. In the capital account of the Eastern Bengal (state) railway system is included £1,569,784, which represents that portion of the cost of the Eastern Bengal railway purchased from the Company which was raised by the creation of a specific debt. The remainder of the liability is being redeemed by annuities.

The Eastern Bengal railway was purchased by Government on the 1st July 1884 at a valuation of £4,415,574-17-5.

On date of purchase the capital of the Company consisted of—

	£
Share capital	2,255,480
Debentures	612,350
Debenture stock	411,308
Total	3,279,138

This is exclusive of capital not bearing interest amounting to £2,290.

Under the Purchase Act the share capital of the Company, amounting to £2,255,480, was taken over by Government at a commuted value of £150-7-8·54 for every £100 of original capital, which thus became £3,391,916-17-5; the debentures and debenture stock of the Company were taken over as State debt.

Under the same Act Government were allowed the option of redeeming the commuted value of the share capital by means of an annuity instead of by direct purchase, and it was acquired by the issue of an annuity, terminable on the 30th July 1957, calculated at the rate of £4-2-0·66 per cent.

It was furthermore enacted that Government could exchange India stock for any portion of the debenture stock, and purchase the said annuities by the creation and issue of India stock at a rate not above 4 per cent., provided that the interest thereby saved should be annually set aside and invested so as to create a Sinking Fund sufficient to redeem the principal of the stock within the original period of the liability.

Of the £4,415,574-17-5 representing the cost of the Eastern Bengal railway, debentures and debenture stock, amounting to £1,023,658, have been converted into State debt amounting to £1,028,729-7-1, and commuted capital to the extent of £543,818-15-7 has been purchased for £541,054-7-4 India 3½ per cent. stock.

The balance of the commuted capital stock, £2,848,098, remains to be discharged by the payment of an annuity of £116,850-14-8¾.

Since purchase of the Eastern Bengal railway, 1st July 1884, the capital account of the system to the 31st December 1894 stood as under:

	£	R
Cost to the State on account of the purchase of the Eastern Bengal railway	4,415,575	...
Overdrawn capital at time of purchase of the Eastern Bengal railway	...	4,24,483
Outlay on final heads incurred by the State on the Eastern and Southern sections since the 1st July 1884	...	2,27,78,271
Suspense accounts	...	20,26,160
		2,52,28,914
Deduct—Value of stores taken over from the Eastern Bengal Guaranteed Railway Company	...	7,27,880
Total—Eastern and Southern sections (*standard gauge*)	4,415,575	+2,45,01,034
Northern and Behar sections, including the Barsoi-Kissengunge branch (*metre gauge*) and the Kaunia-Dharlla (2′ 6″ *gauge*) branch	...	3,97,29,852
Dacca section (*metre gauge*)	...	67,04,908
Totals	4,415,575	+7,09,35,794

The expenditure during 1894 on final heads was as follows:

	R
Eastern and Southern sections	2,73,391
Northern and Behar sections, including the Kaunia-Dharlla branch	1,47,332
Barsoi-Kissengunge branch	23,555
Dacca section	1,913
Total	4,46,191

The principal works on which outlay was incurred are detailed below:

	₹
Eastern and Southern sections—	
Outwards goods shed and additional siding at Sealdah	34,967
Protection work at Raita	47,585
Additions and alterations to the sidings at Porádaha junction	25,870
Protection of river bank at Kooshtea	26,492
Northern section—	
Alteration in the Sára yard	25,878

The following figures show the comparison of interest charges for 1894 with net earnings:

	Eastern and Southern sections.	Northern and Behar sections.*	Dacca section.
	₹	₹	₹
Interest on the capital outlay at 4 per cent.	41,39,195†	15,86,279	2,68,000
Net earnings, *less* contribution to the Provident Fund	49,95,544	31,29,674	2,28,341
Excess of net earnings over interest charges	8,56,349	15,43,395	—39,659

The total capital outlay on the Eastern Bengal (state) railway system to the 31st December 1894, which has been adopted for statistical purposes in this report as representing the money expended in constructing the line, has been arrived at as follows:

	₹
Expenditure by the Eastern Bengal Guaranteed Railway Company to the 30th June 1884	3,49,32,209
Outlay on final heads incurred by the State on the Eastern and Southern sections since the 1st July 1884	2,27,78,271
Suspense accounts	20,26,160
Total outlay on Eastern and Southern sections (*standard gauge*)	5,97,36,640
Northern and Behar sections, including the Barsoi-Kissengunge branch (*metre gauge*) and the Kaunia-Dharlla (2′ 6″ *gauge*) branch	3,97,29,852
Dacca section (*metre gauge*)	67,04,908
Total	10,61,71,400

Bengal Central Railway (*standard gauge*).

12. The total capital of the Company on the 31st December 1894 was as follows:

	£	£	₹
Capital authorized	1,000,000	1,000,000	
Capital subscribed—			
Share capital	500,000		
Advances by the Secretary of State for India under Act 51 *Vic.*, Chap. 5	500,000	1,000,000	
Capital expenditure—			
On construction account	...	820,372	=1,00,62,819
On stores in suspense	...	5,051	= 78,275
Total		825,423	=1,01,41,094
Balance available of—			
Capital authorized		174,577	
Capital subscribed		174,577	

* Including the Barsoi-Kissengunge and Kaunia-Dharlla branches.

† Including interest on debentures, loans and annuities for the two half-years on account of purchase of the Eastern Bengal line.

The expenditure during 1894 on final heads was R69,357, and was chiefly incurred on ballasting the line.

The following figures show the comparison of interest charges for 1894 with net earnings:

		R
Interest on subscribed (paid up) capital at 3½ per cent. and on advance by the Secretary of State for India at 3¼ per cent.		6,11,415
Net earnings, *less* ¼ share due to Company:		
Net earnings	3,20,493	
Less—¼ share due to Company	80,123	
		2,40,370
Deficit		3,71,045

Calcutta Port Commissioners' Railway (standard gauge).

13. The total capital outlay on final heads of account to the 31st December 1894 was R58,79,200.

No expenditure was incurred on capital account during the year, nor was there any debit under the head of suspense.

The following figures show the comparison of interest charges for 1894 with net earnings:

	R
Interest and Sinking Fund at 6·14 and 7·14 per cent. on Government and Debenture loans	74,508
Net earnings	1,38,054
Excess of net earnings over interest charges	63,546

East Coast (state) Railway (standard gauge).

14. The total capital outlay on final heads of account to the 31st December 1894 was R4,10,23,554, of which R3,06,57,378 represents the outlay on the open line. The amount held in suspense was R29,24,173.

The expenditure during 1894 on final heads of account amounted to R38,48,430 on the open section of the railway, and to R56,85,598 on the section under construction.

The following figures show the comparison of interest charges for 1894 with net earnings:

	R
Interest on capital outlay at 4 per cent.	15,92,909
Net earnings, *less* contribution to the Provident Fund	1,50,921
Deficit of net earnings below interest charges	14,41,988

The earnings referred to above are for the section Bezwada to Palasa, and the capital outlay on which interest is calculated is for the whole of the East Coast (state) railway.

Great Indian Peninsula Railway (standard gauge).

15. During the year there were no changes in the capital of the Company, which, at the close of 1894, was as follows:

	£	£	₹
Capital authorized—			
Stock and shares	20,000,000		
Loans	6,666,666		
		26,666,666 =	29,09,09,084
Capital subscribed—			
Stock and shares	20,000,000		
Debenture stock £ 2,701,450			
Less—Discount £ 225,891			
	2,475,559		
Loans at 3½ per cent.	804,800		
Loans at 3¼ per cent.	1,866,100		
Loans at 3 per cent.	300,000		
Capital not bearing interest	290,074		
		25,736,533 =	28,07,62,178
Capital expenditure—			
On construction account		25,095,961 =	27,37,74,124
On stores in suspense		508,934 =	55,52,661
On advances in suspense		—19,953 =	—2,17,673
		25,585,002 =	27,91,09,112
Balance available of—			
Capital authorized		1,081,664 =	1,17,99,972
Capital subscribed		151,531 =	16,53,066

The expenditure during 1894 on the final heads of account was ₹ 7,97,772. The following are the principal works on which expenditure was incurred:

	₹
Construction of a new suburban station at Mazagon	36,114
Construction of a new running shed for goods engines, and alterations to the existing shed for passenger engines, at Byculla	45,709
Construction of a new station at Currey Road	26,996
Construction of a new station at Coorla	60,884
Additions and alterations to Akola station	26,891
Introduction of the new system of signalling along the line	59,732
Strengthening old thirty-feet girder bridges on the line	55,360
Fitting the whole of the Company's coaching stock with automatic vacuum brakes	1,09,234
Fittings and apparatus for lighting the Company's trains with Pintsch's patent oil gas, including gas works at Victoria terminus and Bhusával	59,802

The following figures show the comparison of interest charges for 1894 with net earnings:

	₹
Interest—	
On subscribed Capital at 5 per cent.	1,09,09,091
On debentures at 3½ per cent.	3,07,287
On debentures at 3¼ per cent.	6,61,617
On debentures at 3 per cent.	98,182
On debenture stock at 4 per cent.	11,78,815
	1,31,54,992
Payment to Government in respect of State lines worked by the Company	5,50,478
	1,37,05,470
Net earnings, *less* contribution to the Provident Fund	1,68,07,061
Excess of net earnings over interest charges and rent of leased lines for 1894	31,01,591

Bombay, Baroda and Central India Railway (standard gauge).

16. The total capital of the Company at the close of 1894 was as follows:

	£	£	₹
Capital authorized—			
Share capital	6,250,000		
Debenture bonds	3,963,500		
		10,213,500 =	11,14,20,000
Capital subscribed—			
Share capital	6,250,000		
Debenture bonds converted into stock	1,300,300		
Debenture bonds at 3½ per cent.	1,238,500		
Debenture bonds at 3 per cent.	300,000		
Capital not bearing interest	18,419		
		9,107,219 =	9,93,51,475
Capital expenditure—			
On construction account		8,716,708 =	9,50,91,354
On stores in suspense		264,222 =	28,82,427
On advances in suspense		—20,893 =	—2,27,926
		8,960,037 =	9,77,45,855
Balance available of—			
Capital authorized		1,253,463 =	1,36,74,145
Capital subscribed		147,182 =	16,05,620

The total capital outlay, including the State expenditure of ₹8,08,405 on the Pátri branch to 31st December 1894, is distributed as follows:

	₹
Main line—Bombay to Sábarmati (including London establishment and other charges)	8,80,54,046
Wadhwán extension—Sábarmati to Wadhwán	42,66,065
Anand-Godhra branch—Anand to Godhra	26,16,630
Pátri branch—Viramgám to Khárághoda { Company's outlay	1,51,605
Pátri branch—Viramgám to Khárághoda { State outlay	8,08,405
Dhejbara survey	3,003
Total	9,58,99,754

The expenditure during 1894 on final heads was ₹12,47,136.

The following are the principal works on which the expenditure was incurred:

	₹
Doubling the main line between Itola and Baroda	2,60,740
Constructing a new over-bridge at Falkland Road	1,65,962
Constructing a new terminal station at Colába	73,434
Constructing a building for the administrative offices	70,163
Purchase of Pintsch's patent oil gas works at Parel	35,301
Constructing 150 open wagons of the military type for the Godhra-Rutlam railway	1,63,775
Constructing 400 covered wagons for the Godhra-Rutlam railway	2,14,826
Constructing 15 third class carriages for the Godhra-Rutlam railway	25,793
Erecting 20 locomotive engines for the Godhra-Rutlam railway	61,473

The following figures show the comparison of interest charges for 1894 with net earnings:

	R
Interest—	
On subscribed capital at 5 per cent.	41,18,345
On debentures at 3¼ per cent.	4,39,105
On overdrawn capital at 4½ per cent.	42,097
Total	45,99,547
Net earnings, *less* contribution to the Provident Fund	1,00,70,974
Excess of net earnings over interest charges	54,71,427

Madras Railway (standard gauge).

17. The total capital of the Company at the close of 1894 was as follows:

	£		R
Capital authorized—			
Stock and share capital	10,257,630		
Debenture bonds	3,419,210		
£	13,676,840	=	14,92,01,891
Capital subscribed—			
Share capital	8,318,080		
Debenture bonds converted into stock	1,939,550		
Debenture bonds at 3¼ and 3 per cent.	800,000		
Capital not bearing interest	12,014		
	11,069,644	=	12,07,59,753
Capital expenditure—			
On construction account	10,792,956	=	11,77,41,334
On stores in suspense	259,181	=	28,27,432
On advances in suspense	—3,983	=	—43,451
	11,048,154	=	12,05,25,315
Balance available of—			
Capital authorized	2,628,686	=	2,86,76,576
Capital subscribed	21,490	=	2,34,438

The expenditure during 1894 on final heads was R2,55,378.

The following are the principal works on which expenditure was incurred:

	R
Alterations and additions to Bangalore City station	86,112
Alterations and additions to Kolar Road station	29,146

The following figures show the comparison of interest charges for 1894 with net earnings:

	R
Interest—	
On subscribed capital—	
At 5 per cent.	47,76,911
At 4¾ per cent.	5,18,161
At 4½ per cent.	2,45,455
On debentures—	
At 3¼ per cent.	1,63,871
At 3 per cent.	1,10,552
Total	58,14,950
Net earnings, *less* contribution to the Provident Fund	49,47,863
Deficit of net earnings below interest charges	8,67,087

Delhi-Umballa-Kalka Railway (standard gauge).

18. The capital of the Company consists of—

Capital authorised and received—	£
Share capital	800,000
Debenture stock	300,000
	1,100,000

The expenditure on final heads of account to the 31st December 1894 amounted to R1,54,20,272, which includes R5,76,918, on account of interest on capital during construction.

The amount held in suspense was R1,05,275.

The transactions of the year 1894 resulted in a credit to capital of R812, arising from the sale proceeds of stores and tools found surplus on the maintenance of the line being made over to the East Indian Railway Company.

Tarkessur Railway (standard gauge).

19. The total capital outlay on final heads of account to the 31st December 1894 was R17,47,840. There was no sum at debit of suspense.

The expenditure of the year was R560.

Khámgaon and Amráoti Railways (standard gauge).

20. The total capital outlay on final heads of account to the 31st December 1894 was R4,85,521 on the Khámgaon, and R4,41,556 on the Amráoti railway. The amounts held in suspense on these lines were R482 and R7,905, respectively.

No expenditure was incurred during 1894 on capital account on these railways.

The following figures show the comparison of interest charges for 1894 with net earnings:

	Khámgaon railway.	Amráoti railway.
	R	R
Interest on capital outlay at 4 per cent.	19,447	17,976
Net earnings	21,966	41,911
Excess of net earnings over interest charges	2,519	23,935

Bhopal-Itársi Railway (standard gauge).

21. The total capital outlay on final heads of account to the 31st December 1894 was R71,71,496, divided between the Government of India and the Bhopal Darbar as under:

	R
Government of India	21,71,496
Bhopal Darbar	50,00,000

There was no debit under the head of suspense.

The expenditure during 1894 on final heads was R1,46,438, and was chiefly incurred under the following heads:

	R
Ballast and permanent-way	69,314
Stations and buildings	34,996

The following figures show the comparison of interest charges for 1894 with net earnings:

	Government of India.	Bhopal Darbar.
	R	R
Interest on capital outlay at 4 per cent.	83,509	2,00,000
Net earnings	61,455	1,44,607
Deficit of net earnings below interest charges	22,054	55,393

The Nizam's Guaranteed State Railway (standard gauge).

22. The total capital of the Company on the 31st December 1894 stood as under:

	£	£
Capital authorised—		
Share capital	2,000,000	
Debentures	2,000,000	
		4,000,000
Capital subscribed—		
Share capital	2,000,000	
Debenture bonds converted into stock	1,200,000	
		3,200,000
Capital expenditure—		
On construction account	3,121,911	
On stores in suspense	40,892	
		3,162,803
Balance available of—		
Capital authorised		837,197
Capital subscribed		37,197

The total capital outlay on final heads of account to the 31st December 1894 was ₹3,95,73,322.

The amount held in suspense was ₹6,60,504.*

The expenditure during 1894 on final heads was ₹3,92,541, incurred chiefly on the new locomotive workshops and buildings, etc., at Lalagooda station.

The following figures show the comparison of interest charges for 1894 with net earnings:

	₹
Interest—	
On subscribed capital at 5 per cent.	18,24,238
On debentures at 4 per cent.	8,75,633
On Sinking Fund at 1 per cent.	2,18,907
Total	29,18,778
Net earnings, *less* contribution to the Provident Fund	16,22,028
Deficit of net earnings below interest charges	12,96,750

The Gaekwar's Petlád Railway (standard gauge).

23. The total capital outlay on final heads of account to the 31st December 1894 was ₹7,11,712, and the amount held in suspense at that date was ₹11,769.

The expenditure during 1894 on final heads was ₹9,337.

The following figures show the comparison of interest charges for 1894 with net earnings:

	₹
Interest on capital outlay at the rate of 4 per cent.	28,803
Net earnings, *less* contribution to the Provident Fund	44,037
Excess of net earnings over interest charges	15,234

Kolar Gold-fields Railway (standard gauge).

24. The total capital outlay on final heads of account to the 31st December 1894 was ₹6,44,564, the amount held in suspense being ₹11,611.

* Including a credit of ₹27,379 on account of purchases.

Rájpura-Bhátinda Railway (standard gauge).

25. The total capital outlay on final heads of account to the 31st December 1894 amounted to R66,70,193.

The amount held in suspense was R31,477.

The transactions of the year resulted in a credit to capital of R9,320, arising principally from the payment by the Nabha state in respect of land for the Patiála-Bhátinda section, and from refunds, by the Bombay, Baroda and Central India Railway Company, of unspent advances on certain works.

The following figures show the comparison of interest charges for 1894 with net earnings:

	R
Interest on capital outlay at 4 per cent.	2,67,674
Net earnings	5,66,565
Excess of net earnings over interest charges	2,98,891

Jammu and Kashmir Railway, Native state section (standard gauge).

26. The total capital outlay on final heads of account to the 31st December 1894 amounted to R9,59,773. There was no debit under the head of suspense.

The expenditure during 1894 on final heads was R3,446, incurred chiefly on bridgework and fencing.

The following figures show the comparison of interest charges for 1894 with net earnings:

	R
Interest on capital outlay at 4 per cent.	38,220
Net earnings	17,555
Deficit of net earnings below interest charges	20,665

Bengal and North-Western Railway system (metre gauge).

27. The total capital outlay on final heads of account to the 31st December 1894 was as follows:

	R
Tirhoot State railway, Government section	2,47,54,385
Bengal and North-Western railway, Company's section	2,82,51,354*
Total	5,30,05,739

The amount held in suspense was:

	R
Tirhoot State railway, Government section	2,53,676
Bengal and North-Western railway, Company's section	4,73,533
Total	7,27,209

The expenditure during 1894 on final heads was as follows:

	R
Tirhoot State railway, Government section	1,35,491
Bengal and North-Western railway, Company's section	2,00,294
Total	3,35,785

The principal works on which outlay was incurred are detailed below:

Bengal and North-Western railway, Company's section—

	R
Protective works, Rápti bridge	28,214
Temporary line between Gogra Ghât and Bahram Ghât stations	73,624

* Including R10,90,014, interest on capital during construction.

The following figures show the comparison of interest charges for 1894 with net earnings :

	Government section.	Company's section.
	₹	₹
Interest on capital outlay at 4 per cent.	9,98,388	12,77,083
Net earnings, *less* contribution to the Provident Fund	14,63,223*	17,67,623
Excess of net earnings over interest charges	4,64,835	4,90,540

Rajputana-Malwa Railway (metre gauge), including the Godhra-Rutlam Railway (standard gauge).

28. The total capital outlay on final heads of account on the several sections of the system to 31st December 1894 was as follows :

	₹
Metre gauge—	
Rajputana-Malwa section	8,97,30,401
Holkar section	1,30,87,414
Rewari-Ferozepore section	1,28,30,412
Cawnpore-Achnera section	1,16,45,819
Standard gauge—	
Godhra-Rutlam section	1,48,91,788
Total	14,21,85,834

The amount held in suspense for the entire system was ₹51,03,754.

The expenditure during 1894 on final heads was as follows :

	₹
Metre gauge—	
Rajputana-Malwa section	6,74,501
Holkar section	22,704
Rewari-Ferozepore section	3,195
Cawnpore-Achnera section	35,795
Standard gauge—	
Godhra-Rutlam section	53,69,054
Total	61,05,249

The expenditure was chiefly incurred on the following works :

	₹
Purchase of 22 additional new F class metre gauge engines with tenders	4,73,306
Cost and erection charges of additional machinery for the carriage and wagon shops at Ajmere	28,608
Twelve-ton travelling crane for the carriage and wagon department	28,987

The following figures show the comparison of interest charges for 1894 with net earnings :

	Rajputana-Malwa and Rewari-Ferozepore sections.	Holkar section.	Cawnpore-Achnera section.	Godhra-Rutlam section.
	₹	₹	₹	₹
Interest on capital outlay at 4 per cent.	42,36,910	†5,73,645	4,94,208	5,73,081
Net earnings, *less* contribution to the Provident Fund	1,33,84,971	5,44,006	14,25,187	1,79,658
Excess of net earnings over interest charges	91,48,061	—29,639	9,30,979	—3,93,423

* Made up thus :

Net earnings less ordinary contribution to the Provident Fund	14,68,564
Less—Special contribution to the Provident Fund, not included in the share account	5,341
	14,63,223

† Interest on one crore of rupees advanced by the Indore Darbar is calculated at 4½ per cent.

Pálanpur-Deesa Railway (metre gauge).

29. The total capital outlay on final heads of account to the 31st December 1894 was ₹3,99,601.

There was no debit under the head of suspense.

The expenditure during 1894 on final heads was ₹35,648.

The following figures show the comparison of interest charges for 1894 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	14,918
Net earnings, *less* contribution to the Provident Fund	23,145
Excess of net earnings over interest charges	8,227

Southern Mahratta Railway (metre gauge).

30. During the year no advance was made by the Secretary of State.

Debenture bonds to the extent of £255,000, shown at 3½ per cent. at close of December 1893, expired on the 1st October 1894, and were renewed for a further period of 7 years at 3 per cent. per annum.

The total capital of the Company on the 31st December 1894 was as follows:

Capital authorized—			
Share capital	3,500,000		
Debenture bonds	943,100		
Advances by the Secretary of State for India under Act 51 *Vic.*, Chapter 5	2,129,900		
		6,573,000 =	7,98,76,000
Capital subscribed—			
Share capital	3,500,000		
Debenture bonds at 3 per cent.	255,000		
Debenture bonds at 3½ per cent.	688,100		
Advances by the Secretary of State for India under Act 51 *Vic.*, Chapter 5	2,129,900		
Capital not bearing interest	30,957		
		6,603,957 =	8,03,09,392
Capital expenditure—			
On construction account		6,563,790 =	8,02,88,729
On stores in suspense		125,632 =	15,07,579
Stores taken over with the Bellary-Kistna section		—230,668 =	—32,29,347
		6,458,754 =	7,85,66,961
Balance available of—			
Capital authorized		114,246 =	13,09,039
Capital subscribed		145,203 =	17,42,431

The total capital outlay, including the State expenditure of £1,184,110 = ₹1,65,77,535 on the Bellary-Kistna section to 31st December 1894, was ₹9,51,44,496.

The expenditure during 1894 on final heads was ₹4,36,989, of which ₹73,200 were incurred on the Customs shed and platform at Castle rock.

The following figures show the comparison of interest charges for 1894 with net earnings:

	₹
Interest—	
On subscribed capital at 3½ per cent.	22,19,209
On debentures at 3½ per cent.	1,15,425
On debentures at 3¼ per cent.	3,90,670
On debentures at 3 per cent.	34,704
On advances by Secretary of State for India	11,64,489
On outlay by the State on the Bellary-Kistna section	6,63,101
Total	45,87,598
Net earnings, *less* contribution to the Provident Fund	20,20,701
Deficit of net earnings below interest charges	25,66,897

Guntakal-Mysore Frontier Railway (metre gauge).

31. The total capital outlay on final heads of account to the 31st December 1894 was ₹58,56,564. The amount held in suspense was ₹1,850.

The expenditure during 1894 on final heads was ₹24,479.

The following figures show the comparison of interest charges for 1894 with net earnings:

	₹
Interest on capital at 4 per cent.	2,34,529
Net earnings, *less* contribution to the Provident Fund	1,26,595
Deficit of net earnings below interest charges	1,07,934

Southern Mahratta Railway, Mysore section (metre gauge).

32. The capital of the Company underwent no change, and stood on the 31st December 1894 as follows:

	£	₹
Capital authorized—		
Debenture stock	1,200,000 =	1,60,61,569
Capital subscribed—		
Debenture stock at 4 per cent.	1,200,000	
Capital not bearing interest	24,000	
	1,224,000 =	1,63,82,801
Capital expenditure—		
On construction account	1,072,096 =	1,43,49,623
On stores in suspense	30,682 =	4,10,670
	1,102,778 =	1,47,60,293
Balance available of—		
Capital authorized	97,222 =	13,01,276
Capital subscribed	121,222 =	16,22,508

The expenditure during 1894 on final heads was ₹85,597.

The following figures show the comparison of interest charges for 1894 with net earnings:

	₹
Interest—	
On debenture at 4 per cent.	8,38,525
Net earnings, *less* contribution to the Provident Fund	4,77,149
Deficit of net earnings below interest charges	3,61,376

South Indian Railway (metre gauge).

33. This undertaking was acquired by Government on 1st January 1891 and was taken over at a valuation of £5,692,557.

In the Finance and Revenue accounts of the Government of India the cost of the line is stated at £4,692,557, the difference—one million pounds—representing the capital subscribed by the new Company for working the purchased and other connected lines which, under contract, it undertook to construct for Government.

At the time of purchase the capital of the old Company consisted of—

	£
Share capital	3,208,280
Debentures and debenture stock	1,495,000
Total	4,703,280

The share capital, comprising £3,070,668 of 5 per cent. stock and £137,612 of 4¾ per cent. stock, was acquired by the issue of £4,197,557, 3 per cent. India stock, the 5 per cent. being taken over at a premium of £31-2-4 and the 4¾ per cent. at a premium of £24-11-2; the debentures and debenture stock were taken over as State debt.

The share capital of the new Company remains unchanged, and at the close of 1894 was as follows:

	£	₹
Capital authorized (converted at ₹14 per £)—		
Share capital	1,000,000	= 1,40,00,000
Capital subscribed (converted at ₹14 per £)—		
Share capital	1,000,000	= 1,40,00,000

while the total capital expended amounted to ₹7,64,13,362 as shown below:

Capital expenditure (including outlay from State capital)—	₹
On construction account	7,37,84,917
On stores suspense	26,21,175
On advances in suspense	7,270
Total	7,64,13,362

The total capital outlay on final heads of account to the 31st December 1894 is distributed as follows:

	₹
South Indian railway, including Nellore branch	5,49,96,903
Villupuram-Dharmavaram section	1,87,88,014
	7,37,84,917

The expenditure during 1894 on final heads was ₹7,58,683.

The following are the principal works on which the expenditure was incurred:

	₹
Constructing (long frame) 40-feet bogie third class carriages	86,794
Constructing bogie composite carriages	68,362
Enlarging Máyávaram station to accommodate the Máyávaram-Mutupet railway traffic	26,653
Enlarging Tiruvállúr station to accommodate the Máyávaram-Mutupet railway traffic	28,626
Strengthening weak girders	51,362
Permanent-way (chiefly depreciation in value of stores written off)	75,227

The following figures show the comparison of interest charges for 1894 with net earnings:

Interest in terms of Company's contract—	
On Company's capital at 3 per cent.	4,20,000
On State capital (£425,000) at 4½ per cent.	3,21,731
Expenditure and cash balance at 3 per cent.	16,91,788
Add—	
Share of surplus profits payable to Company	1,55,059
	25,88,578
Net earnings, *less* contribution to the Provident Fund	32,83,859
Excess of net earnings over interest charges	6,95,281

The excess of interest incurred by the State over the amount charged in terms of the Company's contract results in a net loss to the State of ₹11,53,012, as shown below:

Interest charges incurred by the State—

	£	₹
On Company's capital		5,43,480
On Government capital—		
Debenture stock at 4½ per cent.	3,46,468	
Debenture bonds at 3¼ per cent.	1,84,697	
India stock at 3 per cent.	21,71,908	
Indian outlay at 4 per cent.	10,35,259	
		37,38,332
Surplus profits paid to Company		1,55,059
Total		44,36,871
Less, interest charged in terms of contract		25,88,578
Excess of actual charges over contract charges		18,48,293
Excess of net earnings over interest charges		6,95,281
Net loss to the State		11,53,012

Máyavaram-Mutupet Railway (metre gauge).

34. The total capital outlay on final heads of account to the 31st December 1894 was ₹23,47,573.

The amount held in suspense was ₹31,550.

The expenditure during 1894 on final heads amounted to ₹4,11,655 and was chiefly incurred on earthwork, ballast and permanent-way.

The following figures show the comparison of interest charges for 1894 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	1,00,701
Net earnings* *less* contribution to the Provident Fund	62,942
Deficit of net earnings below interest charges	37,759

* From the 2nd April 1894, the date the line was opened for traffic, to the 31st December 1894.

Burma (state) Railway (metre gauge).

35. The total outlay on final heads of account to the 31st December 1894 was as follows:

	₹
Burma (state) railway	5,23,85,474
Mu Valley (state) railway, open section only	1,08,94,411
Total	6,32,79,885

The amount held in suspense was ₹23,34,759, of which ₹7,72,930 represents stores, &c., in stock in connection with the construction of the Mu Valley (state) railway unopen line rolling-stock. Deducting this figure, the suspense was ₹15,61,829.

The expenditure during 1894 on final heads was as follows:

	₹
Burma (state) railway	2,78,886
Mu Valley (state) railway	9,05,522
Total	11,84,408

The following are the principal works on which expenditure was incurred on the Burma (state) railway.

	₹
Obtaining and erecting 20 miles of wire fencing on the Irrawaddy district	34,892
Adjustment of difference in value between 41¼ and 50lbs. steel rails for relaying 25 miles of line in the Irrawaddy district	50,000

The expenditure on the Mu Valley (state) railway, open section, was charged against the general project and completion estimates, and includes the capital outlay on the Wuntho-Nankan section, 15·50 miles, opened on the 1st November 1894.

The following figures show the comparison of interest charges for 1894 with net earnings, as taken from the accounts for the two halves of the year:

	Imperial section.	Provincial section.
	Mu Valley (state) railway, open section only.	Burma (state) railway, including the Myohaung branch.
	₹	₹
Interest on capital outlay at 4 per cent.	4,46,013	21,50,064
Net earnings, *less* contribution to the Provident Fund	—2,23,801	25,47,129
Excess of net earnings over interest charges	—6,69,814	3,97,065

Rohilkund and Kumaon Railway system (metre gauge).

36. The total capital outlay on final heads of account to the 31st December 1894 was as follows:

	₹
Lucknow-Bareilly section	84,24,762
Company's section	20,71,247
Total	1,04,96,009

	₹
The amount held in suspense was:	
Lucknow-Bareilly section	1,68,396
Company's section	9,193
Total	1,77,589

The expenditure during 1894 on final heads of account was as under:

	₹
Lucknow-Bareilly section	2,03,528
Company's section	—6,290

Of the expenditure during the year on the Lucknow-Bareilly section, ₹68,471 were incurred on the permanent-way on the Sonaripur extension.

The following figures show the comparison of interest charges for 1894 with net earnings:

		Lucknow-Bareilly section.	Company's section.
Interest on—	₹	₹	₹
Debentures at 3½ per cent.	87,679		
Secretary of State's capital at 4 per cent.	2,04,846		
Over-drafts on capital at 4 per cent.	52,798		
		3,45,323	...
Outlay to end of previous year at 4 per cent., and at 2 per cent. on outlay during the year		...	83,349
Total interest		3,45,323	83,349
Net earnings, *less* contribution to the Provident Fund		3,94,240	2,15,191
Excess of net earnings over interest charges		48,917	1,31,842

Bengal Dooars Railway (metre gauge).

37. The capital of the Company on the 31st December 1894 was as follows:

	£	₹
Capital authorized	150,000	
Capital subscribed (received)	142,705	
Capital expenditure—		
On construction account	144,825	=22,38,277
On suspense	2,665	= 45,947
Total	147,490	=22,84,224
Balance available of—		
Capital authorized	2,510	
Capital subscribed (received)	—4,785	Temporary advance from revenue.

The expenditure during 1894 amounted to ₹4,85,228.

Dibru-Sadiya Railway (metre gauge).

38. The total capital outlay on final heads of account to the 31st December 1894 was £502,739, or ₹70,97,487.

The fixed sterling suspense granted by Government is £10,000, or ₹1,81,461.

The gross expenditure during 1894 amounted to ₹88,980, of which ₹59,875 were incurred on 4 third class carriages and 60 high-sided wagons, but owing to the following credits—

	₹
Sale proceeds of a steam hammer	1,000
Loss on exchange in remitting ₹14,400 to London—being sale proceeds of a steamer charged in the accounts for the 2nd-half of 1893	1,059
Excess river freight on four engines debited in June 1893	150
	2,209

the net expenditure of the year on capital account was ₹86,771.

The following figures show the comparison of interest charges for 1894 with net earnings:

	₹
Interest at the rate of 5 per cent. on capital outlay to the end of 1893, and on fixed suspense capital including 2½ per cent. on capital outlay during the year	4,62,422
Net earnings	1,95,732
Deficit of net earnings below interest charges	2,66,690

The Gaekwar's Mehsána Railway (metre gauge).

39. The total capital outlay on final heads of account on the several sections to the 31st December 1894 was as follows:

	₹
Mehsána-Kherálu section	9,91,470
Mehsána-Viramgám section	13,27,634
Mehsána-Pátan section	7,75,474
Total	30,94,578

There was no debit under the head of suspense.

The expenditure during 1894 on final heads was as follows:

	₹
Mehsána-Kherálu section	20,424
Mehsána-Viramgám section	28,556
Mehsána-Pátan section	18,846
Total	67,826

The following figures show the comparison of the total interest charges on the three sections for 1894 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	1,23,231
Net earnings, *less* contribution to the Provident Fund	2,36,387
Excess of net earnings over interest charges.	1,13,156

Kolhápur Railway (metre gauge).

40. The total capital outlay on final heads of account to the 31st December 1894 was ₹23,05,817. There was no debit under the head of suspense.

The expenditure during 1894 on final heads was ₹23,317.

Yesvantpur-Mysore Frontier Railway (metre gauge).

41. The total capital outlay on final heads of account to the 31st December 1894 was ₹24,01,668, the amount held in suspense being ₹33,331.

The expenditure during 1894 on final heads was ₹7,670.

Mysore-Nanjangúd Railway (metre gauge).

42. The total capital outlay on final heads of account to the 31st December 1894 was ₹5,91,552, the amount held in suspense being ₹11,543.

The transactions of the year resulted in a credit to capital of ₹696.

Jodhpore-Bickaneer Railway system (metre gauge).

43. The total capital outlay on final heads of account to the 31st December 1894 was as follows:

	₹
Jodhpore section	64,22,872
Bickaneer section	9,69,407
Total	73,92,279

The amount held in suspense was—

	₹
Jodhpore section	26,502
Bickaneer section	...
Total	26,502

The expenditure during 1894 on final heads was as follows:

	₹
Jodhpore section	—1,595
Bickaneer section	3,636
Total	2,041

The credit on the Jodhpore section was principally due to refunds by the Bombay, Baroda and Central India railway during the year under the head "Rolling-stock."

The following figures show the comparison of interest charges for 1894 with net earnings:

	Jodhpore section. ₹	Bickaneer section. ₹
Interest on capital at 4 per cent.	2,60,372	39,035
Net earnings, *less* contribution to the Provident Fund	6,69,373	40,448
Excess of net earnings over interest charges	4,09,001	1,413

Bhávnagar-Gondal-Junágarh-Porbandar including the Jetalsar-Rájkot Railway (metre gauge).

44. The total capital outlay on final heads of account to the 31st December 1894 was ₹1,84,61,041.

The distribution of this amount over the railway system is as under:

	₹
Bhávnagar section	69,59,165
Gondal section	46,42,583
Junágarh section	35,46,767
Porbandar section	18,31,127
Jetalsar-Rájkot railway	14,81,399
Total	1,84,61,041

The amounts held in suspense were as follow:

	₹
Bhávnaga section	1,39,476
Gondal section	1,25,604
Junágarh section	80,784
Porbandar section	40,086
Jetalsar-Rájkot railway	18,206
Total	4,04,156

The expenditure during 1894 on final heads was as follows:

	₹
Bhávanagar section	29,981
Gondal section	27,172
Junágarh section	9,682
Porbandar section	27,899
Jetalsar-Rájkot railway	48,010
Total	1,42,744

The following are the principal works on which the expenditure was incurred:

	₹
Bhader east approach bridge	25,745
Aji bridge	27,540

The following figures show the comparison of interest charges for 1894 with net earnings:

	Bhávnagar.	Gondal.	Junágarh.	Porbandar.	Total Bhávnagar-Gondal-Junágarh-Porbandar railway.	Jetalsar-Rájkot railway.
	₹	₹	₹	₹	₹	₹
Interest on capital outlay at 4 per cent.	2,83,179	1,89,957	1,44,743	74,227	6,92,106	58,875
Net earnings, *less* contribution to the Provident Fund	5,43,372	1,45,590	50,988	51,385	7,91,335	61,152
Excess of net earnings over interest charges	2,60,193	—44,367	—93,755	—22,842	99,229	2,277

Average mileage capital cost of standard and metre gauge railways.

45. On pages 46 to 53 will be found a statement showing the average mileage capital cost of the standard and metre gauge railways in India on the 31st December 1894, distributed, as far as possible, over main heads of expenditure, exclusive of steam ferries and suspense items.

Railway bridges and tunnels.

46. The statements on pages 54 to 63 give details of the cost of some of the large railway bridges and tunnels in India.

STATEMENT

Average mileage capital cost of Indian railways (standard gauge) on the 31st December 1894

Length of Railway and main heads of expenditure.	STATE LINES WORKED BY COMPANIES.											
	I. East Indian.		II. Bengal-Nágpur.		III. Indian Midland.		V. Godhra-Rutlam.		VI. Wardha coal.		VII. Dhond-Manmád.	
	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
Length of Line—												
Double . . . Miles.	474·24	...	...	...	...	...	...	...	...	...	...	...
Single . . . . „	1,189·87	...	860·88	...	677·35	...	115·50	...	44·88	...	145·44	...
Total . . „	1,664·11	...	860·88	...	677·35	...	115·50	...	44·88	...	145·44	...
I. Preliminary expenses R	12,55,720	755	14,96,329	1,738	9,03,173	1,333	1,71,597	1,486	91,642	2,042	1,28,528	884
II. Land . . „	11,37,276	683	6,52,303	757	6,26,558	925	16,529	143	4,745	106	98,698	679
III. Formation . . „	2,10,22,420	12,633	1,39,03,924	16,151	78,73,013	11,623	56,31,642	48,759	3,02,318	6,736	9,14,803	6,290
IV. Bridge-work . „	6,80,63,376	40,901	1,82,81,421	21,236	2,05,73,725	30,374	35,93,295	31,111	10,49,576	23,387	21,77,728	14,973
V. Fencing, &c. . „	29,54,462	1,775	4,19,025	487	25,27,846	3,732	1,94,033	1,680	2,22,989	4,968	3,92,557	2,699
VI. Electric telegraph . . „	29,82,766	1,792	...	...	13,611	20	160	1	...	...	...	...
VII. Ballast and permanent-way . „	10,10,14,872	60,702	3,03,10,020	35,208	2,81,65,298	41,582	36,67,349	31,752	17,51,227	39,020	50,20,470	34,519
VIII. Stations and buildings . „	3,28,56,929	19,744	67,65,655	7,859	78,59,764	11,604	9,22,608	7,988	3,58,320	7,984	8,47,092	5,824
IX. Plant . . „	30,38,088	1,826	16,75,277	1,946	11,99,897	1,771	29,352	254	2,17,579	4,848	1,81,771	1,250
XI. Rolling-stock . „	7,16,13,235	43,034	1,53,92,839	17,880	1,24,54,549	18,387	...	...	3,79,332	8,452	17,298	119
XII. General charges „	5,41,14,676	32,519	57,77,045	6,711	35,02,284	5,171	6,65,223	5,759	4,52,519	10,083	7,74,828	5,328
Loss by exchange . „	...	...	6,53,185	759	2,52,050	372	...	...	1,57,442	3,508	6,56,990	4,517
Total . „	(a) 36,63,90,626	2,20,172	9,53,27,024	1,10,732	(b) 8,62,43,319	1,27,325	1,48,91,788	1,28,933	49,87,689	1,11,134	1,12,10,763	77,082

(a) Including ₹14,83,393 on account of collieries, and ₹48,53,413 on account of expenditure on the Jherria extension, and the Damoodu and Toposi branches, not included in any of the above heads.

(b) Including ₹2,91,551 on account of commission, &c., on loans, not included in any of the above heads.

(c) The mileage excludes portion of the old Quetta loop (98·67 miles) which is under reconstruction on a new alignment, but includes 6·13 mile (Meean Meer chord and Ferozepore cantonment to Hussainiwala) used for military traffic only. The capital expenditure and cost pe mile include outlay on the portion of the old Quetta loop referred to.

No. 2.

distributed over main heads of expenditure, exclusive of steam ferries and suspense items.

		STATE LINES WORKED BY THE STATE.													
BEZWADA EXTENSION.		X. NORTH WESTERN (STATE). (c)		XI. HYDERABAD-SHADIPALLI.		XII. OUDH AND ROHILKHAND (STATE).		XIII. EASTERN BENGAL (STATE).		XIV. BENGAL CENTRAL.		XV. CALCUTTA PORT COMMISSIONERS'.		XVI. EAST COAST (STATE).	
Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
...	...	41·26	...	...	...	...	...	55·48	...	...	...	5·19	...	...	...
20·58	...	2,388·28	...	58·91	...	796·64	...	193·01	...	125·01	...	1·03	...	354·40	...
20·58	...	2,429·54	...	58·91	...	796·64	...	248·49	...	125·01	...	6·22	...	(f) 354·40	...
15,319	744	36,20,923	1,432	36,345	617	11,40,054	1,431		...	1,45,483	1,164	...	...	3,38,458	955
47,109	2,289	23,59,098	933	22,969	390	3,54,594	445		...	23,969	192	38,73,041	6,22,675	12,13,664	3,425
1,75,513	8,528	4,81,90,628	19,061	1,37,304	2,331	35,36,657	4,439		...	7,23,295	5,786	2,48,147	39,895	28,95,244	8,169
1,05,781	5,140	8,76,09,829	34,653	2,74,103	4,653	2,79,98,354	35,145		...	14,34,231	11,473	3,94,493	63,424	79,81,559	22,521
19,788	962	68,40,997	2,706	18,941	322	19,43,577	2,440		...	4,04,505	3,236	37,620	6,048	2,10,952	595
...	...	8,71,594	344	...	...	46,129	58		...	12,933	103	...	...	...	...
6,13,221	29,797	11,63,74,802	46,031	9,09,125	15,432	2,91,64,650	36,610		...	40,83,209	32,663	5,88,841	94,669	94,22,687	26,588
3,03,048	14,725	3,81,24,508	15,080	1,49,244	2,533	1,05,75,501	13,275		...	10,63,583	8,508	3,58,901	57,701	17,59,488	4,965
9,464	460	92,15,601	3,645	19,519	331	21,82,652	2,740		...	3,21,008	2,568	...	...	4,23,172	1,194
20,384	990	5,65,86,906	22,382	3,577	61	1,46,55,944	18,397		...	10,27,198	8,217	3,78,157	60,797	43,02,152	12,139
1,17,275	5,699	2,76,91,352	10,953	1,17,479	1,994	90,12,265	11,313		...	7,21,732	5,773	...	...	20,31,055	5,731
...	...	87,18,542	3,449	...	...	...	...		...	...	...	...	...	...	...
14,26,902	69,334	(d) 40,85,26,051	1,61,587	16,88,606	28,664	10,06,10,377	1,26,293	5,58,64,118	2,24,814	(e) 1,00,62,818	80,496	58,79,200	9,45,209	3,05,78,431	86,282

Distribution over main heads cannot be given.

(d) Including R23,21,271 on account of maintenance and sundries, not included in any of the above heads.
(e) Including R1,01,672 on account of loss on working, not included in any of the above heads.
(f) Including 3·13 miles laid on the metre gauge.

STATEMENT

Average mileage capital cost of Indian railways (standard gauge) on the 31st December 1894,

Length of railway and main heads of expenditure.	LINES WORKED BY GUARANTEED COMPANIES.						ASSISTED COMPANIES.			
	XXII. Great Indian Peninsula.		XXIII. Bombay, Baroda and Central India.		XXIV. Madras.		XXV. Delhi-Umballa-Kalka.		XXVI. Tarkessur.	
	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
Length of line—										
Double . . . . . Miles.	461·92	...	60·11	...	42·40	...	...	...	...	...
Single . . . . . ,,	825·01	...	400·79	...	796·82	...	161·40	...	22·23	...
Total . ,,	1,286·93	...	460·90	...	839·22	...	161·40	...	22·23	...
I. Preliminary expenses . . R	Distribution over main heads cannot be given.	...	Distribution over main heads cannot be given.	...	Distribution over main heads cannot be given.	...	7,98,376	4,947	Distribution over main heads cannot be given.	...
II. Land . . . . . ,,		...		...		...				...
III. Formation . . . . ,,		...		...		...	39,33,636	24,372		...
IV. Bridge-work . . . ,,		...		...		...				...
V. Fencing, &c. . . . ,,		...		...		...				...
VI. Electric telegraph . . ,,		...		...		...	...	...		...
VII. Ballast and permanent-way . ,,		...		...		...	70,26,368	43,534		...
VIII. Stations and buildings . . ,,		...		...		...	13,95,315	8,645		...
IX. Plant . . . . . ,,		...		...		...	2,25,528	1,397		...
XI. Rolling-stock . . . ,,		...		...		...	...	...		...
XII. General charges . . . ,,		...		...		...	9,13,480	5,660		...
Loss by exchange . . . ,,		...		...		...	...	...		...
Total . ,,	27,37,74,124	2,12,734	(a) 9,58,99,760	2,08,071	11,77,41,334	1,40,299	(b) 1,54,20,272	95,541	17,47,840	78,625

(a) Including the Pátri branch, the State outlay (R8,08,405) on which was met from the Civil Works Grant. The capital outlay shown in this table is inclusive of this amount.

(b) Including R5,50,651 on account of maintenance and contingencies, and R5,76,918 on account of interest on capital during construction, not included in any of the above heads.

No. 2—*continued.*

distributed over main heads of expenditure, exclusive of steam ferries and suspense items.

LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.												LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.			
XXVII. KHÁMGAON.		XXVIII. AMRÁOTI.		XXIX. BHOPAL-ITÁRSI (NATIVE STATE SECTION) (c).		XXX. THE NIZAM'S GUARANTEED STATE.		XXXI. THE GAEKWAR'S PETLÁD.		XXXII. KOLAR GOLD-FIELDS.		XXXIII. RÁJPURA-BHÁTINDA.		XXXIV. JAMMU AND KASHMIR (NATIVE STATE SECTION).	
Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7'55	...	5'44	...	57'11	...	332'32	...	13'35	...	10'00	...	107'94	...	15'92	...
7'55	...	5'44	...	57'11	...	332'32	...	13'35	...	10'00	...	107'94	...	15'92	...
369	49	11,799	2,169	...	...		...	7,991	599		...	59,422	551	23,934	1,503
1,116	148	2,450	450	15,543	272		...	...	...		...	46,494	431	...	...
44,036	5,832	20,377	3,746	15,86,091	27,773		...				...	2,75,118	2,549	34,955	2,196
57,634	7,633	62,106	11,417	18,65,265	32,661		...	91,849	6,880		...	5,36,994	4,975	1,35,190	8,492
7,366	975	11,699	2,151	2,09,151	3,662		...				...	1,95,866	1,814	2,176	137
...	...	...	...	407	7		...	...	...		...	...	...	13,761	864
2,78,789	36,926	2,41,571	44,406	22,44,494	39,301		...	4,22,465	31,645		...	41,55,660	38,499	5,70,755	35,851
49,141	6,509	50,188	9,226	7,95,385	13,927		...	1,51,248	11,329		...	10,50,361	9,731	1,13,222	7,112
3,434	455	3,016	554	42,773	749		...	...	...		...	81,690	757	5,336	335
11,669	1,546	8,641	1,588	50,275	880		...	...	...		...	...	...	...	...
31,967	4,234	29,709	5,461	3,62,112	6,341		...	38,160	2,859		...	2,68,588	2,488	60,444	3,797
...	...	...	...	...	...		...	...	...		...	...	...	...	...
4,85,521	64,307	4,41,556	81,168	71,71,496	1,25,573	3,95,73,322	1,19,082	7,11,712	53,312	6,44,564	64,456	66,70,193	61,795	9,59,773	60,287

Distribution over main heads cannot be given.

Distribution over main heads cannot be given.

(c) Including the Bhopal-Itársi railway (British section).

STATEMENT

Average mileage capital cost of Indian railways (metre gauge) on the 31st December 1894,

STATE LINES WORKED

LENGTH OF RAILWAY AND MAIN HEADS OF EXPENDITURE.	XXXVII. BENGAL AND NORTH-WESTERN. Tirhoot section.		XXXVII. BENGAL AND NORTH-WESTERN. Company's section.		XXXVIII. ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION).		XXXIX. RAJPUTANA-MALWA.		XL. PÁLANPUR-DEESA.		XLI. SOUTHERN MAHRATTA.	
	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
Length of line—												
Double . . . Miles	...	...	...	...	...	...	1·14	...	...	...	...	...
Single . . . . „	341·80	...	414·50	...	231·17	...	1,672·88	...	17·28	...	1,042·04	...
TOTAL . . „	341·80	...	414·50	...	231·17	...	1,674·02	...	17·28	...	1,042·04	...
I. Preliminary expenses R	1,83,607	537	3,16,292	763	1,62,700	704	22,71,381	1,357	1,973	114	10,90,895	1,047
II. Land . . . „	10,04,101	2,938	...	...	2,18,627	946	13,10,026	783	...	...	11,27,557	1,082
III. Formation . . „	10,76,113	3,149	19,59,169	4,727	4,92,461	2,130	72,49,303	4,330	64,211	3,716	1,91,01,049	18,331
IV. Bridge-work . . „	40,86,214	11,955	52,99,619	12,786	(b) 7,77,721	3,364	2,15,92,284	12,899	59,429	3,439	1,85,60,970	17,812
V. Fencing, &c. . . „	9,10,493	2,664	2,33,634	564	1,19,140	515	26,86,499	1,605	7,791	451	14,88,480	1,428
VI. Electric telegraph . . . „	...	...	...	...	...	...	...	...	...	...	...	...
VII. Ballast and permanent-way . . „	80,39,438	23,521	84,85,910	20,473	35,78,389	15,480	3,71,15,088	22,171	2,06,059	11,925	2,15,68,621	20,699
VIII. Stations and buildings . . . „	31,74,260	9,287	30,40,375	7,335	8,18,813	3,542	1,77,94,780	10,630	38,559	2,231	1,06,58,234	10,228
IX. Plant . . . „	5,74,329	1,680	10,28,544	2,481	2,15,898	934	29,14,161	1,741	6,672	386	26,78,378	2,570
XI. Rolling-stock . . „	30,91,353	9,044	32,65,921	7,879	14,80,962	6,406	2,11,18,337	12,615	...	...	1,03,91,767	9,973
XII. General charges . „	13,64,612	3,992	17,15,447	4,139	4,69,001	2,029	83,33,216	4,978	14,907	863	64,79,876	6,218
Loss by exchange . „	7,04,770	2,062	...	...	42,150	182	49,08,971	2,932	...	...	4,91,090	471
TOTAL . „	2,42,09,290	70,829	(a) 2,66,11,264	64,201	(c) 84,24,762	36,444	12,72,94,046	76,041	3,99,601	23,125	9,36,36,917	89,859

(a) Including ₹10,90,014 on account of interest on capital during construction, and ₹1,76,339 on account of "Maintenance allowed to be charged to capital," not included in any of the above heads.
(b) Including ₹67,218, expenditure on pontoon bridges, etc.
(c) Including ₹48,900 on account of interest on capital during construction, not included in any of the above heads.

No. 2—*continued.*

distributed over main heads of expenditure, exclusive of steam ferries and suspense items.

BY COMPANIES.								STATE LINES WORKED BY THE STATE.					
XLII. Guntakal-Mysore frontier.		XLIII. Southern Mahratta (Mysore section).		XLIV. South Indian.		XLV. Máyavaram-Mutupet.		XLVII. Eastern Bengal (state). Northern and Behar sections, including the Kaunia-Dharlla (2′ 6″ gauge) branch.		XLVII. Eastern Bengal (state). Dacca section.		XLVIII. Burma (state). (*e*)	
Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
...	...	...	...	...	...	...	...	...	...	...	...	9·00	...
119·50	...	296·00	...	1,041·51	...	53·99	...	478·55	...	85·92	...	736·39	...
119·50	...	296·00	...	1,041·51	...	53·99	...	478·55	...	85·92	...	745·39	...
59,327	497	2,95,374	998	10,24,302	983	16,099	298	1,99,023	416	1,27,561	1,485	5,68,136	762
22,022	184	1,06,281	359	3,91,691	376	1,91,288	3,543	13,15,637	2,749	5,39,648	6,281	11,06,277	1,484
7,83,252	6,555	23,59,517	7,971	55,63,623	5,342	2,31,122	4,281	33,95,239	7,095	6,94,568	8,084	72,40,164	9,713
20,53,248	17,182	18,99,769	6,418	1,50,84,451	14,483	7,77,894	14,408	77,57,277	16,210	5,88,703	6,852	98,85,877	13,263
54,777	458	1,32,181	446	15,78,403	1,515	23,254	431	10,75,199	2,247	1,05,868	1,232	26,53,961	3,561
1,345	11	...	...	89,669	86	2,132	40	...	...	...	...	9,238	12
18,23,378	15,258	50,16,561	16,948	1,90,52,315	18,293	6,70,595	12,421	1,04,40,148	21,816	17,70,925	20,611	1,78,24,133	23,912
4,15,995	3,481	11,12,668	3,759	73,88,663	7,094	1,64,577	3,048	42,40,250	8,861	12,35,803	14,383	68,67,066	9,213
28,303	237	3,26,645	1,104	17,40,887	1,672	13,346	247	12,17,999	2,545	2,18,844	2,547	12,31,087	1,652
...	...	22,05,743	7,452	1,22,66,749	11,778	...	...	51,83,607	10,832	7,54,506	8,781	88,87,989	11,924
6,14,917	5,146	8,94,883	3,023	82,43,524	7,915	2,57,266	4,765	30,38,925	6,350	3,62,982	4,225	50,65,239	6,795
...	...	...	...	2,42,360	233	...	...	9,31,358	1,946	3,05,500	3,556	12,50,610	1,678
58,56,564	49,009	1,43,49,622	48,478	(*d*) 7,37,84,917	70,844	23,47,573	43,482	3,87,94,662	81,067	67,04,908	78,037	6,25,89,777	83,969

(*d*) Including R11,18,280 on account of "Maintenance", not included in any of the above heads.
(*e*) Including the open portion of the Mu Valley (state) railway.

STATEMENT

Average mileage capital cost of Indian railways (metre gauge) on the 31st December 1894,

Length of railway and main heads of expenditure.	ASSISTED COMPANIES.							
	LI. Deoghur.		LII. Rohilkund and Kumaon (Company's section).		LIII. Bengal Dooars.		LIV. Dibru-Sadiya.	
	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
Length of line—								
Double . . . . . Miles	...	...	...	...	...	...	...	...
Single . . . . . ,,	4·79	...	53·92	...	36·40	...	77·50	...
Total . ,,	4·79	...	53·92	...	36·40	...	77·50	...
I. Preliminary expenses . . . ₹		...	90,660	1,682	1,55,335	4,267	1,63,265	2,107
II. Land . . . . . ,,		...	2,051	38	...	...	37,829	488
III. Formation . . . . . ,,		...	1,28,091	2,376	3,06,133	8,410		
IV. Bridge-work . . . . . ,,		...	1,52,929	2,836	3,20,920	8,846		
V. Fencing, &c. . . . . ,,		...	4,986	91	931	26	11,20,472	14,458
VI. Electric telegraph . . . ,,		...	...	...	...	...		
VII. Ballast and permanent-way . ,,		...	8,97,160	16,639	6,05,238	16,627	17,50,988	22,593
VIII. Stations and buildings . . ,,		...	1,61,672	2,999	1,44,885	3,980	2,19,067	2,827
IX. Plant . . . . . ,,		...	57,540	1,067	14,379	395	4,98,920	6,438
XI. Rolling-stock . . . . . ,,		...	3,94,875	7,323	3,28,482	9,024	13,64,111	17,601
XII. General charges . . . . ,,		...	1,81,283	3,362	2,14,647	5,897	16,70,470	21,554
Loss by exchange . . . . ,,		...	...	...	...	...	...	...
Total . ,,	2,86,180	59,745	20,71,247	38,413	(a) 21,47,981	59,010	(b) 70,76,298	91,307

Distribution over main heads cannot be given.

(a) Including ₹37,876 on account of interest on capital during construction, and ₹19,155 on account of "Maintenance," not included in any of the above heads.
(b) Including ₹2,51,176 on account of "Purchase concession," not included in any of the above heads.

No. 2—*concluded.*

distributed over main heads of expenditure, exclusive of steam ferries and suspense items.

LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								LINES OWNED AND WORKED BY NATIVE STATES.							
LVII. The Gaekwar's Mehsána.		LVIII. Kolhápur.		LIX. Yesvantpur-Mysore frontier.		LX. Mysore-Nanjangúd.		LXI. Jodhpore-Bickaneer.				LXII. Bhávnagar-Gondal-Junágarh-Porbandar.		LXIII. Jetalsar-Rájkot.	
								Jodhpore section.		Bickaneer section.					
Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
92·63	...	29·07	...	51·35	...	15·25	...	320·50	...	43·50	...	329·48	...	46·23	...
92·63	...	29·07	...	51·35	...	15·25	...	320·50	...	43·50	...	(c) 329·48	...	46·23	...
13,249	143	13,858	477	66,448	1,294	15,210	997	41,739	130	7,826	179	1,19,442	363	14,255	308
...	...	29,168	1,001	23,762	463	5	...	1,621	5	...	...	58,377	177	14,265	3·9
2,98,311	3,221	2,68,590	9,240	5,37,874	10,475	1,33,997	8,787	2,29,963	717	81,424	1,872	17,03,050	5,169	2,45,200	5,304
4,99,762	5,395	11,22,548	38,615	5,47,935	10,670	83,359	5,466	2,15,769	673	5,673	131	42,18,712	12,804	2,32,426	5,028
54,902	593	41,668	1,433	66,603	1,297	14,942	980	5,769	18	338	8	83,176	252	53,978	1,168
...	...	...	...	...	...	...	...	1,15,834	361	15,747	362	11,775	36	...	...
16,68,107	18,008	4,91,138	16,895	8,61,022	16,768	2,41,325	15,824	44,34,380	13,836	6,80,862	15,652	48,95,061	14,857	6,61,458	14,308
4,12,688	4,455	2,29,257	7,886	1,17,166	2,282	56,971	3,736	3,68,435	1,150	64,733	1,488	23,79,332	7,222	1,57,713	3,411
33,076	357	7,059	243	40,789	794	5,806	381	49,625	155	5,760	132	3,23,616	982	19,477	421
16,026	173	...	...	...	...	...	...	8,70,102	2,715	96,605	2,221	23,10,118	7,011	...	...
98,457	1,063	1,02,591	3,529	1,40,069	2,728	39,937	2,619	89,635	280	10,439	240	8,76,984	2,662	82,628	1,787
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
30,94,578	33,408	23,05,817	79,319	24,01,668	46,771	5,91,552	38,799	64,22,872	20,040	9,69,407	22,285	1,69,79,643	51,535	14,81,400	32,044

(c) Excluding 4·50 miles of dock estates and quarry lines, constructed and maintained by the Native states as undertakings separate from the Bhávnagar-Gondal-Junágarh-Porbandar railway.

STATEMENT

Cost and particulars of some of the

RAILWAY.	Serial No.	NAME OF BRIDGE.	Date of opening.	No. of spans.	Span in clear.	Length of bridge.	Depth of foundation below low-water.	Height from low-water level to underside of girders.	Total weight of girders.	Cost of work to girder-level.
(Standard gauge).					Feet.	Feet.	Feet.	Feet.	Tons.	₹
EAST INDIAN.	1	Soane	22nd Dec. 1862	28	150·00	4,726·00	32	35·60	3,702·00	...
	2	Jumna (Allahabad)	15th Aug. 1865	17	14 of 200·00 3 of 30·00	3,235·00	42	60·00	4,300·00	29,86,000
	3	Jumna (Delhi)	1st Jan. 1867	12	211·50	2,640·00	7 to 39	23·50	3,491·00	5,28,475
	4	Jubilee (over the Hooghly, between Hooghly station on the E. I. R. and Naihâti on the E. B. S. R.)	15th Mar. 1887.	2	523·67	1,213·25	98·50	55·00	3,460·15	(*f*) 10,71,653
				1	106·50					
		Do. Approach viaducts, Naihâti		29	10·83	441·00	...	...	...	...
		Do. Approach viaducts, Hooghly		35	10·83	3,278·00	...	...	...	...
				74	29·17					
				1	25·83					
				1	43·00					
				1	48·00					
	5	Barákar	14th Sept. 1893	1	200·00	(*i*) 1,850·00	(*j*) 5 to 85 (*k*)	(*l*)	1,307·00	4,13,002
				5	150·00					
				6	100·00					
				5	(*h*) 29·25					
BENGAL-NÁGPUR.	6	Kanhán	1st Sept. 1887	6	170·00	1,237·00	9 to 26	50·00	1,061·10	3,81,109
				2	60·00					
	7	Weinganga	29th Apl. 1889	9	150·00	1,450·00	21	54·00	1,234·47	(*m*) 7,38,652
	8	Sheonath No. II	31st May 1889	14	150·00	2,250·00	6 to 12	57·00	1,912·40	4,92,353
	9	Eeb	1st Aug. 1890	9	150·00	1,461·00	42 to 55	38·00	1,229·40	2,63,515
	10	Damoodur	12th June 1890	10	200·00	2,364·00	4 to 75	40·75	2,330·00	3,62,448
				2	100·00					
INDIAN MIDLAND.	11	Chumbal	15th May 1891	12	186·00	2,714·00	75	112·50	3,026·00	17,39,057
				2	136·00					
	12	Jumna (Kalpi)	1st Feb. 1888	10	250·00	2,640·00	90	76·63	3,200·00	12,65,842
	13	Betwa (Mánikpur)	5th June 1889	13	150·00	2,166·00	13	77·75	1,272·30	8,19,541
				1	60·00					
	14	Ken (Bánda)	1st Aug. 1889	1	250·00	1,558·00	4	65·66	1,125·30	3,92,243
				12	100·00					
	15	Betwa (Lalitpur)	1st Jan. 1889	9	150·00	1,446·00	12	56·14	1,200·86	4,02,749
BHOPAL-ITÁRSI.	16	Nerbudda	18th Nov. 1884	14	150·00	2,240·00	4	65·00	1,980·00	3,45,696

N.B.— Bridges costing less than ₹6,00,000 each, or having spans

No. 3.

'arge railway bridges in India.

Total cost of girders.	Cost of protective works.	Total cost, including cost of protective works.	Cost per lineal foot, excluding protective works, where separately stated.	Cost of erection of girders per ton.	Serial No.	Remarks.
₹	₹	₹	₹	₹		
(*a*)10,33,324	...	(*b*)43,33,324	917	79	1	Has the rails above and the roadway below. The roadway was subsequently doubled. (*a*) Represents the cost of the second line only. (*b*) Represents the total expenditure on the bridge debited to capital, and includes some special items not separately detailed, as well as the cost of iron work for the first line.
(*c*)14,60,300	...	(*d*)44,46,300	1,374	110	2	The substructure of this bridge is for a double line, but the girders are erected for a single line only. It has the rails above and the roadway below. (*c*) Of this amount, ₹13,13,000 represents the cost of girders, and ₹1,47,300 the cost of upper and lower roadways. (*d*) Represents the total expenditure on the bridge debited to capital, and includes some special items not separately detailed.
10,49,779	...	(*e*)16,60,355	629	74	3	Has the rails above and the roadway below. (*e*) Represents the total expenditure on the bridge debited to capital, and includes some special items not separately detailed.
21,78,852	1,21,184	33,71,689	2,679	(*g*)350		(*f*) Including charges on account of plant, ₹3,81,544, and supervision, ₹3,19,456. (*g*) Estimated.
...	...	64,611	147	...	4	The approach viaducts are brick arches.
...	...	4,80,263	147	...		
3,79,078	(*m*) 13,726	8,05,806	428	58	5	(*h*) In viaducts. (*i*) From front to front of abutments. (*j*) On rock. (*k*) In sand. (*l*) Deck bridge various. 75 feet to rails. (*m*) Stone round piers only. No training works.
2,78,632	13,174	6,72,915	533	...	6	
2,42,833	(*o*) 22,248	10,03,733	677	43	7	Has been converted from metre to standard gauge. The expenditure shown represents the cost of the bridge as a standard gauge one. Metre gauge opened on 7th June 1882 and standard gauge on 29th April 1889.
3,91,240	...	8,83,593	393	87	8	(*n*) Including the cost of the old metre gauge bridge (₹6,74,612). The cost of the metre gauge girders removed, which is not included in these figures, was ₹2,40,803. (*o*) Cost of protective works as it was on the metre gauge bridge.
3,42,958	23,856	6,30,329	415	...	9	
6,36,230	40,328	10,39,006	422	65	10	
9,02,295	6,29,683	32,71,035	973	78	11	
11,41,231	1,59,564	25,66,637	912	107	12	The abutments and piers are built for a double line, but the girders are erected for a single line only, with a roadway on the same level, which has not, however, been brought into use. A cantilever footpath way has since been constructed, which was opened on 1st May 1895.
5,74,181	...	13,93,722	643	85	13	
3,39,954	...	7,32,197	470	84	14	
3,59,308	2,615	7,64,672	527	64	15	
5,77,925	...	(*p*) 9,44,171	422	85	16	(*p*) Including some special items not separately detailed.

f less than 50 feet, are not included in this statement.

STATEMENT

Cost and particulars of some of the

RAILWAY.	Serial No.	NAME OF BRIDGE.	Date of opening.	No. of spans.	Span in clear.	Length of bridge.	Depth of foundation below low-water.	Height from low-water level to underside of girders.	Total weight of girders.	Cost of work to girder-level.
(Standard gauge—*continued.*)					Feet.	Feet.	Feet.	Feet.	Tons.	₹
North Western (State).	17	Sutlej (Ludhiána)	January 1870	(*a*) 46	99·00	5,193·00	40 to 50	16·60	(*b*)2,314·00	20,97,296
	18	Beas	April 1869	33	99·00	3,820·00	43 to 70	20·00	1,660·00	15,66,476
	19	Jumna (Saháranpur)	January 1869	26	99·00	2,663·50	42	19·00	1,308·00	7,64,420
	20	Kaisir-i-Hind (over the Sutlej at Ferozepore)	8th May 1887	27	144·50	4,293·00	78	26·00	6,000·00	14,48,037
	21	Ravi as originally constructed	12th Apl. 1875	33	90·00	3,217·00	75	20·00	1,419·00	9,50,202
		Ravi as reconstructed	15th July 1893	15	90·00	1,463·00	75	18·50	(*k*)1,381·00	...
	22	Alexandra (over the Chenab between Wazírabad and Kathála) as originally constructed	22nd Jan. 1876	64	133·50	9,088·00	75	20·00	5,248·00	24,03,756
		Alexandra as reconstructed	1st Nov. 1891	28	133·50	3,976·00	75	20·00	5,073·40	22,920
	23	Jhelum as originally constructed	Towards end of 1876	50	90·00	4,875·00	30	20·75	2,150·00	6,90,137
		Jhelum as reconstructed	21st Dec. 1894	50 1 land span	90·00 18·50	4,895·00	30	22·63	2,475·00	1,65,590
	24	Attock	24th May 1883	5	2 of 308·40 3 of 257·00	1,655·00	(*i*)	111·00	2,202·00	14,77,580
	25	Empress (over the Sutlej at Adamwáhan)	8th June 1878	16	250·00	4,210·00	103	28·75	6,704·00	26,98,885
	26	Victoria (over the Jhelum at Chak Nizam)	16th May 1887	17	150·00	2,720·00	82	19·00	2,988·00	7,73,481
	27	Lansdowne over the Indus at Sukkur—								
		Rohri Channel	27th Mar. 1889	1 1	790·00 720·00	900·00	None in river	51·00	3,292·00	2,88,320
		Sukkur Channel		1 1	230·00 90·00	620·00	6	46·00	1,014·00	1,79,468
	28	Sher Shah (over the Chenab at Sher Shah)	1st Feb. 1890	17	200·00	3,650·00	75	29·00	3,740·00	10,84,453
Oudh and Rohilkhand (State).	29	Gumti (Jaunpur)	24th Dec. 1874	16	82·00	1,472·00	45 to 50	44·17	811·00	4,21,530
	30	Rámganga (Bareilly)	24th June 1874	34	56·00	2,260·00	85	25·77	490·00	4,50,625
	31	Ganges (Rájghat, Aligarh branch).	5th June 1874	33	80·00	3,040·00	55	24·39	1,050·00	3,78,991
	32	Ganges (Cawnpore)	15th July 1875	25 2	100·00 40·00	2,830·00	50 to 65	31·66	1,815·00	7,11,073
	33	Ganges (Bálawali)	9th May 1887	11	248·17	2,904·00	100	39·94	3,944·00	10,16,438
	34	Soláni	1st Jan. 1886	11	148·75	1,760·00	60	16·00	1,563·00	4,03,182
	35	Dufferin (over the Ganges at Benares).	1st Oct. 1887	7 9	331·00 104·00	3,523·00	25 to 141	75·32	6,780·00	13,52,203
	36	Rámganga (Moradabad)	8th June 1894	10	200·00	2,171·50	75 to 83	20·91	2,602·76	3,19,450
Eastern Bengal (State).	37	Gorai	1st Jan. 1871	7 9½	185·00 46·25	1,744·00	78 to 96 25	51·00 46·50	1,645·00 154·00	...
East Coast (State).	38	Kistna	17th Mar. 1893 for coal traffic, and 1st Jan. 1894 for metre gauge traffic.	12	293	3,736·00 outside and 3,684·00 inside abutments.	80·50	46·50	6,426·00	13,70,000

N.B.—Bridges costing less than ₹6,00,000 each, or having spans

No. 3—*continued.*

large railway bridges in India.

Total cost of girders.	Cost of protective works.	Total cost, including cost of protective works.	Cost per lineal foot, excluding protective works, where separately stated.	Cost of erection of girders per ton.	Serial No.	REMARKS.
₹	₹	₹	₹	₹		
(c) 10,08,780	(d) 2,54,000	33,60,076	(e) 598	(g)	17	(a) Twelve spans have been removed. (b) Does not include weight of girders removed. (c) Does not include cost of girders removed. (d) Including cost to 1874, since which date a large amount of additional expenditure has been incurred. (e) Calculated as for the present length. (f) The contract rate for the construction of these three bridges, including protective works, was ₹428 per foot run of the bridges, and the figures as to cost are approximate only.
7,23,690	3,00,000	25,90,166	600	(g)	18	(g) Contract included erection.
5,70,180	2,00,000	15,34,690	501	(g)	19	
15,52,329	11,07,900	41,08,266	699	50	20	Carries the rails below and the roadway above.
5,01,641	1,50,472	16,02,315	451	125	21	Carries the rails on the top boom. A roadway 16 feet wide has been provided on the old girders alongside the railway bridge on the same piers. The figures as to cost of girders and of protective works are approximate.
1,94,098	96,200	2,90,298	133	40		(h) Including the road bridge (634 tons).
19,94,271	9,40,336	53,38,363	484	721	22	The bridge has been reduced from 64 to 28 spans. The girders doubled, and new cross and rail girders put in. The track is carried between the girders, and there are foot-paths on cantilevers outside.
2,45,769	49,381	3,18,070	68	27		The cost of reconstruction only is shown against this entry. The bridge was not closed for traffic during reconstruction; 1st November 1891 was the date on which all restrictions were removed, and the bridge was thrown open for traffic as usual.
9,40,487	81,248	17,11,872	334	124	23	Carries the rails above and a foot-path below. This bridge is under alteration.
8,34,855	...	10,00,445	204	337		Carries the rails above, and the road bridge abreast, which is under construction. The work is not yet completed.
15,96,980	1,45,956	32,20,516	1,858	437 252	24	Has the rails above and a military roadway below. (i) Pier No. 1.—All standards and struts founded at same level, *viz.*, 343·68 or 21·68 feet *above* low-water level. Pier No. 2.—All standards and struts founded at same level, *viz.*, 319·12 or 2·88 feet *below* low-water level. Pier No. 3.—Up-stream strut on east side of pier was founded at 311·88 or 10·12 feet *below* low-water level; all other standards and struts founded at same level, *viz.*, 313·30 or 8·70 feet *below* low-water level. Pier No. 4.—Two main standards and one down-stream strut, all on west side of pier, were founded at 337·29 or 15·29 feet above low-water level; all other standards and struts founded at same level, *viz.*, 343·29 or 21·29 feet *above* low-water level.
23,96,558	(j) 20,06,246	71,01,689	1,210	195	25	Has a combined road and railway on the same level. (j) Including ₹1,98,055, cost of materials for temporary bridge.
8,02,104	3,73,226	19,48,811	(k) 579	(k) 66	26	Has a combined road and railway on the same level and a footway on each side, supported on wrought-iron brackets, and provided with hand-rails. (k) Calculated on cost, which includes ₹18,000 on account of cost of staging.
24,96,074	4,946	27,89,340	3,094	185	27	Has a roadway on the same level as the rails, and a footway on each side, the roadway being formed of steel corrugated troughs fitted with teak scantlings.
3,77,912	...	5,57,380	899	110		
10,83,528	6,66,120	28,34,101	594	56	28	Has a roadway on the same level as the rails, 15′ wide between girders and 14′ 6″ headway at centre from rail level to bottom of cross girders of top boom. The roadway consists of corrugated steel troughs fitted with deodar battens.
3,24,622	8,526	7,54,678	507	109	29	
1,53,539	8,88,236	14,92,400	267	63	30	
3,10,388	1,08,820	7,98,199	227	28	31	
8,75,745	1,68,838	17,55,656	561	(l)	32	Has the rails above and the roadway below. (l) Included in the cost of girders.
10,86,000	6,73,430	27,75,868	724	62	33	
3,99,277	2,19,469	10,21,928	456	10	34	
32,55,935	1,45,329	47,52,567	1,308	47	35	Has a roadway on the same level as the rails, and a footway on each side supported on cantilevers outside the girders.
6,88,391	1,21,837	11,29,678	464	42	36	Has a roadway on the same level as the rails.
...	...	(m) 14,83,750	837	...	37	(m) Including ₹22,618 charged to revenue, and ₹879 charged to capital, for the protection of piers. The cost is approximate.
21,60,000	4,47,000	39,77,000	945	34	38	The cost of approaches, ₹5,23,272, has not been entered.

of less than 50 feet, are not included in this statement.

STATEMENT

Cost and particulars of some of the

RAILWAY.	Serial No.	NAME OF BRIDGE.	Date of opening.	No. of spans.	Span in clear.	Length of bridge.	Depth of foundation below low-water.	Height from low-water level to underside of girders.	Total weight of girders.	Cost of work to girder-level.
(Standard gauge—*concluded.*)					Feet.	Feet.	Feet.	Feet.	Tons.	*R*
GREAT INDIAN PENINSULA.	39	Kistna	9th Oct. 1873	36	100·00	3,855·00	(*a*) 9	48·67	2,556·00	(*b*)6,11,163
	40	Tapti	12th Aug. 1872	5 28	138·00 59·00	2,556·00	15·96	60·33	2,392·00	(*c*)7,72,163
	41	Nerbudda	8th Mar. 1870	5 6	137·00 40·00	1,052·00	4·60	81·33	525·00	4,06,032
BOMBAY, BARODA AND CENTRAL INDIA.	42	Nerbudda (Old) Nerbudda (New)	23rd June 1861 16th May 1881	25	183·50	4,687·50	76	48·50	4,650·00	23,21,000
	43	Tapti	19th Nov. 1860	30	60·00	1,875·00	29	50·50	...	...
MADRAS.	44	Cheyer (Old) Cheyer (New)	1st Sept. 1865 1st May 1880	50	64·00	3,500·00	100	14·09	988·00	9,10,934
	45	Tungabhadra	16th Jan. 1871	58	64·00	4,060·00	14	34·00	1,065·00	4,23,031
	46	Penner (Old) Penner (New)	May 1869 1st Oct. 1889	13	131·00	1,830·00	33 to 54·33	22·00	1,999·00	...
	47	Chitravati (Old) Chitravati (New)	1st Sept. 1868 6th Mar. 1890	19	131·00	2,670·00	18 to 78	18·00	2,938·00	...
	48	Papaghni (Old) Papaghni (New)	Aug. 1866 1st July 1892	20 15	64·00 131·00	1,410·00 2,110·00	... 52·50 to 62·00	... 15·00	... 2,391·00	... 5,93,030
(Metre gauge.)										
BENGAL AND NORTH-WESTERN—Tirhoot section	49	Gandak	25th Apl. 1887	8	250·00	2,476·00	40 to 90	37·50	2,495·00	6,07,133
Company's section.	50	Rapti	15th June 1886	9	150·00	1,445·00	86	41·00	1,145·70	4,93,956
RAJPUTANA-MALWA.	51	Jumna (Agra)	1st Jan. 1876	16	133·00	2,272·00	70	31·66	2,551·40	3,92,886
	52	Nerbudda	14th June 1877	14	183·00	(*d*)2,836·00	14	80·00	2,362·00	9,39,407
	53	Jumna (Muttra)	15th Dec. 1884	7	150·00	1,146·00	71	27·00	1,309·00	3,06,341
SOUTHERN MAHRATTA.	54	Bhima	1st Aug. 1884	14	150·00	2,342·00	18·59	58·77	1,680·00	3,33,256
	55	Kistna (Bijápur branch)	1st Aug. 1884	21	150·00	3,392·00	13·00	43·17	2,498·00	3,43,345
	56	Kistna (Poona branch)	2nd Feb. 1888	14	150 00	2,339·50	4·17	75·79	1,897·12	2,65,228
	57	Hagari	4th Oct. 1877	34	64·00	2,396·00	68·25	16·30	660·90	6,42,732
	58	Dorabavi Viaduct	15th June 1890	1 2 1	250·00 150·00 66·50	670·00	...	(*e*)29·00 to 178·63	560·00	3,33,934
GUNTAKAL-MYSORE FRONTIER.	59	Penner	1st June 1892	11	150·00	1,740·00	21·00 to 55·00	18·71	1,007·00	2,89,774

N.B.—Bridges costing less than R6,00,000 each, or having spans

No. 3—*concluded.*

Large railway bridges in India.

Total cost of girders.	Cost of protective works.	Total cost, including cost of protective works.	Cost per lineal foot, excluding protective works, where separately stated.	Cost of erection of girders per ton.	Serial No.	Remarks.
₹	₹	₹	₹	₹		
6,61,903	...	12,73,666	330	30	39	The girders are for a single line, and the piers for a double line. (*a*) Nine piers and two abutments are founded above low-water level. (*b*) Including ₹25,656, being the cost of other items not separately detailed.
7,90,175	64,910	16,27,248	611	71	40	Carries a double line. (*c*) Including ₹95,918, being the cost of other items not separately detailed.
2,63,064	...	6,69,096	636	235	41	The girders are for a single line, and the piers for a double line.
12,58,929	(*d*) 1,95,830	(*e*) 37,75,759	764	49	42	The figures as to cost refer to the new bridge only; the cost of the old bridge is not known. (*d*) Including some special items not separately detailed. (*e*) Excluding cost of the approaches, ₹56,366.
...	...	(*f*) 9,08,030	484	...	43	(*f*) Including ₹5,948, being the cost of raising rail-level on up and down lines up to 31st March 1893.
1,95,689	...	(*g*) 12,45,464	356	...	44	(*g*) Including some special items not separately detailed, but excluding the cost of the old bridge, ₹4,06,293.
1,99,921	...	(*h*) 7,55,756	186	54	45	(*h*) Including some special items not separately detailed.
2,84,610	...	11,32,077	619	...	46	The cost does not include the expenditure incurred on the old bridge, ₹1,72,576.
3,85,833	...	₹3,58,194	509	...	47	The cost does not include the expenditure incurred on the old bridge, ₹3,54,705.
...	...	(*i*) 1,62,354	...	...	48	(*i*) Approximate. (*j*) Including superintendence and all charges after girders were unloaded from wagons.
3,63,332	38,568	9,94,930	453	(*j*) 12		
7,29,506	48,244	(*k*) 13,84,883	614	61	49	Has a foot-way on each side, supported on wrought-iron brackets and provided with a hand-rail. (*k*) Excluding cost of viaduct, ₹1,40,505.
(*l*) 3,29,522	6,34,665	(*m*) 14,58,143	570	65	50	(*l*) Including cost of erection of girders, ₹74,843. (*m*) Including ₹28,971, on account of protective works, Rapti bridge, incurred during 1894-95.
6,90,683	48,776	(*n*) 18,33,877	786	85	51	Lattice girders carrying the rails below and the carriage road above. This bridge is built for and carries the standard gauge. (*n*) Including some special items not separately detailed.
4,42,205	777	(*o*) 18,73,925	660	106	52	Triangulated girders—designed to carry the rails above and a carriage road below. (*o*) Including two abutment spans. (*p*) Including some special items not separately detailed.
3,72,000	14,194	(*q*) 8,49,000	728	35	53	Has a combined road and railway on the same level. (*q*) Including some special items not separately detailed.
4,71,097	26,419	8,30,772	343	73	54	
7,48,444	47,852	11,39,641	322	74	55	
4,79,402	5,474	7,50,104	318	...	56	
1,21,173	...	7,63,905	319	...	57	
3,61,198	405	(*s*) 6,95,537	1,038	100	58	(*r*) The height is from ground to underside of girders. (*s*) Including charges on account of hand-railing.
3,10,941	1,49,430	7,50,145	345	40	59	

f less than 50 feet, are not included in this statement.

STATEMENT

Cost and particulars of the important

Railway.	Serial No.	Name of tunnel.	Position of tunnel (nearest station).	Single or double line.	Gauge.	Length. Unlined.	½ lined.	¾ lined.	Completely lined.	Total.	Total cost, including tools and plant.
						Feet.	Feet.	Feet.	Feet.	Feet.	₹
East Indian.	1	Monghyr (*a*)	Below Jamálpur	Built for double line, but 2′ too narrow.	Standard	434	...	...	466	900	No record.
Bengal-Nágpur.	2	Darekasa	Darekasa	Single	Standard	735	...	...	...	735	1,82,984
	3	Saranda	Goilkera	Single	Standard	388	...	1,253	...	1,641	8,66,964
	4	Bhortonk	Khodri	Single	Standard	...	...	...	1,000	1,000	2,09,674
Godhra-Ratlam.	5	Panchpiplia	Bajrangarh	Single	Standard	540	...	...	225	765	(*b*) 2,26,745
North Western (State) *Main line.*	6	Sohawa No. 1	Sohawa	Single	Standard	...	...	539	...	539	(*c*) 1,67,629
	7	Margalla No. 3	Sarai Kála	Single	Standard	...	450	500	...	950	(*c*) 1,87,150
	8	Attock No. 4	Khairabad	Single	Standard	...	...	776½	...	776½	(*c*) 1,80,924
	9	Attock No. 5	Khairabad	Single	Standard	...	...	721¼	...	721¼	(*c*) 1,63,003
	10	Khairabad No. 7	Khairabad	Single	Standard	...	...	404	...	404	(*c*) 1,55,540
North Western (State) *Sind-Pishin section.*	11	Gundakinduff	Midway between Bábar Kachh and Kóchálí	Single	Standard	...	...	577	...	577	2,08,826
	12	Kóchálí, Lower	Kóchálí	Single	Standard	...	...	512	...	512	1,84,061
	13	Karéz No. 1	Dirgi	Single	Standard	806	...	...	...	806	1,32,382
	14	Karez No. 2 Karez tunnel	Dirgi	Single	Standard	2,034	...	...	...	2,034	4,41,963
	15	Lower Chapper Arching	Mangi	Single	Standard	...	...	592	...	592	1,62,657
	16	Iron Gates	Mangi	Single	Standard	1,233	...	...	...	1,233	3,12,679
	17	Mudgorge Arching	Mudgorge	Single	Standard	...	...	1,092	...	1,092	4,12,344
North Western (State) *Chaman extension.*	18	Khojak	Shelabagh	Double	Standard	...	...	12,870	...	12,870	68,28,208
	19	No. 1	3¼ miles below Shelabagh.	Double	Standard	...	...	756	...	756	2,24,027
	20	No. 3	6½ miles below Shelabagh.	Double	Standard	...	...	800	...	800	2,57,291

N. B.—Tunnels under 660 feet in length, or costing less than

No. 4.

tunnels on the railways in India.

Cost, per foot run.	Time taken to drive heading.	Time taken to complete tunnel. From	Time taken to complete tunnel. To	Remarks giving nature of ground passed through, etc.	Serial No.
R					
...	Not known .	March 1856 . (Work suspended	June 1861 . during one year) .	Quartz and slate . . . . . (a) A foot-path has been laid and fenced off through the tunnel.	1
249	Not known .	May 1879 . .	6th Nov. 1883 .	All hard rock	2
528	1·75 years . .	January 1888 .	Sept. 1892 .	Very hard slaty rock, with a great deal of water	3
210	1·09 year . .	14th March 1888 .	6th Dec. 1890 .	Gneiss interspersed with veins of quartz. The total cost excludes the cost of plant.	4
296	0·63 year . .	24th August 1892	7th April 1894 .	Northern 500 feet hard basalt; southern 265 feet hard rock, but composed of boulders liable to fall. This part has been lined. (b) Including Rs. 17,000 for machinery.	5
(c) 311	0·50 year . . .	November 1878 .	15th March 1880 .	Red clay and sandstone. War prices were paid. Owing to the Afghan war, common coolies were getting 8 annas per day. The heading was got through in six months, and the work was then left quite in abeyance, pending further orders, till September 1879; otherwise the whole would have been complete within a year.	6
(c) 197	0·54 year . .	4th April 1881 .	15th Aug. 1882 .	Nummulitic limestone shaken with clay seams	7
(c) 233	.....	Not recorded		Treacherous shale	8
(c) 226	.....	Not recorded		Treacherous shale	9
(c) 385	.....	Not recorded		Treacherous shale . . . . . (c) The charges do not include tools and establishment, for which an addition of, say, 15 to 20 per cent. should be made to the figures given. Cost of faces is included. Probably charges for timber, etc., have not been exactly distributed; a safe rate for a completely lined tunnel would apparently be about R230 per foot.	10
362	.....	1884 . .	1886 . .	Sandstone in hard and soft beds	11
359	.....	1884 . .	1886 . .	Soft sandstone with beds of soft earth	12
164	.....	.....	.....	Hard limestone. The frequent openings near the roof, as in some, Karez's, give the tunnel its name.	13
217	.....	.....	.....	Hard limestone	14
275	.....	.....	.....	Gravel with red clay. This was originally intended to be an open cutting, but owing to the difficulty of getting it out, it had to be arched over.	15
254	.....	.....	.....	Hard limestone	16
378	.....	.....	.....	Middle eocene gypsiferous deposits. This was originally intended to be an open cutting, but owing to the constant slips, etc., it was eventually covered in.	17
531	2·01 years . .	13th April 1889 .	September 1891 .	Lining completed 31st October 1894. Shales bearing water and layers of soft mud. The tunnel has been three-quarter lined throughout.	18
296	0·34 year . .	December 1888 .	June 1890 . .	Hard and soft shales with beds of mud. This is a cut and cover on 902 ft. radius	19
322	0·44 year . .	April 1889 . .	November 1890 .	Through soft and hard shales bearing water on 819 ft. radius	20

1½ lakhs of rupees each, are not included in this statement.

STATEMENT

Cost and particulars of the important

Railway.	Serial No.	Name of tunnel.	Position of tunnel (nearest station).	Single or double line.	Gauge.	Length.					Total cost, including tools and plant.
						Unlined.	¼ lined.	½ lined.	Completely lined.	Total.	
						Feet.	Feet.	Feet.	Feet.	Feet.	₹
Great Indian Peninsula.	21	Thull Ghât tunnel No. 2.	Kására	Double	Standard	...	...	1,625	...	1,625	3,90,394
	22	Thull Ghât tunnel No. 4.	Kására	Double	Standard	628	...	85	...	713	1,15,170
	23	Thull Ghât tunnel No. 7.	Igatpuri	Double	Standard	1,461	...	...	...	1,461	1,77,255
	24	Thull Ghât tunnel No. 8.	Igatpuri	Double	Standard	1,247	...	...	...	1,247	1,52,325
	25	Thull Ghât tunnel No. 11	Igatpuri	Double	Standard	777	...	...	...	777	94,605
	26	Bágra	Bágra	Double	Standard	...	...	910	...	910	2,15,747
	27	Bhore Ghât tunnel No. 7	Palasdhari	Double	Standard	837	...	...	...	837	1,06,627
	28	Bhore Ghât tunnel No. 8	Palasdhari	Double	Standard	858	...	...	...	858	1,13,907
	29	Bhore Ghât tunnel No. 9	Thákurvádi	Double	Standard	825	...	...	...	825	1,08,677
	30	Bhore Ghât tunnel No. 13	Thákurvádi	Double	Standard	1,305	...	...	...	1,305	1,73,649
	31	Bhore Ghât tunnel No. 22	Reversing station	Double	Standard	828	...	...	...	828	1,12,982
	32	Bhore Ghât tunnel No. 23	Reversing station	Double	Standard	405	...	363	...	768	2,09,783
	33	Bhore Ghât tunnel No. 24	Reversing station	Double	Standard	975	...	48	...	1,023	1,50,352
Rajputana-Malwa.	34	Mhow Ghâts	Pátal Páni o Kálakhund.	Single	Standard	...	...	345	...	345	1,94,925
Southern Mahratta.	35	Bear's Rock	Castle Rock	Double	Standard	...	...	...	471	471	3,63,606
	36	Castle Rock	Castle Rock	Double	Standard	...	...	...	1,242	1,242	9,08,615
	37	No. 2	Álandi	Single	Metre	630	...	...	...	630	1,53,963
	38	Nandicanama	Chelama	Single	Standard	...	...	...	1,527	1,527	4,41,418

N. B.—Tunnels under 660 feet in length, or costing less than

No. 4—*concluded.*

tunnels on the railways in India.

Cost, per foot run.	Time taken to drive heading.	Time taken to complete tunnel. From	To	Remarks giving nature of ground passed through, etc.	Serial No.
R					
240	4·75 years	February 1858	March 1864	Loose rock	21
162	3·58 years	December 1860	July 1864	Rock	22
121	4·08 years	March 1859	May 1864	Rock	23
122	5·08 years	July 1859	August 1864	Rock	24
122	3·17 years	February 1859	September 1863	Broken rock	25
237	...	About 6 years.		Through hard rock with fissures	26
127	5·17 years	January 1857	December 1862	Trap rock	27
133	...	...	October 1862	Trap rock	28
132	5·25 years	October 1856	December 1862	Trap rock	29
133	5·08 years	October 1856	December 1862	Trap rock	30
136	4·25 years	May 1856	June 1862	Trap rock	31
273	4·00 years	August 1856	February 1862	Trap rock	32
147	3·75 years	January 1857	March 1861	Trap rock	33
565	Not known	1873	December 1877	Columnar basalt. It was originally intended that the line at this place should be in an open cutting, but owing to numerous slips, due to the existence of clay between the basaltic columns, it was found necessary to construct an arched covered way and fill in above with moorum.	34
772	About 2 years	April 1883	October 1889	Loam	35
732	About 3 years	April 1883	October 1889	Loam	36
244	About 2 years	1884	1886	Black trap rock	37
289	About 2½ years	1884	1890	Limestone rock	38

½ lakhs of rupees each, are not included in this statement.

CHAPTER III.

STATISTICS OF INDIAN RAILWAYS, 1893 AND 1894.

REVIEW OF EXPENDITURE ON WORKING.

Summary of working expenses and their percentages on gross earnings.

The following is a summary of the total working expenses under main heads of account on Indian railways and their percentages on gross earnings (excluding steam-boat service) which latter amounted to ₹25,30,80,073* in 1894 compared with ₹23,90,58,187* in 1893:

1893.			1894.		
	Working expenses.	Per cent. on gross earnings.		Working expenses.	Per cent. on gross earnings.
	₹			₹	
Maintenance	†2,93,02,747	12·26	Maintenance	3,16,69,995	12·51
Locomotive	3,76,97,384	15·77	Locomotive	3,88,31,273	15·34
Carriage and wagon	1,02,21,899	4·27	Carriage and wagon	1,11,66,526	4·41
Traffic	1,84,42,544	7·71	Traffic	1,91,06,571	7·55
General	‡1,19,54,138	5·00	General	‡1,25,14,534	4·95
Miscellaneous	§31,63,785	1·32	Miscellaneous	§37,83,569	1·50
TOTAL	‖11,14,56,809	46·62	TOTAL	¶11,77,15,560	46·50

For the standard gauge lines the figures are as follow:

1893.			1894.		
	Working expenses.	Per cent. on gross earnings.		Working expenses.	Per cent. on gross earnings.
	₹			₹	
Maintenance	†2,15,44,675	12·11	Maintenance	2,42,95,692	12·90
Locomotive	2,71,00,458	15·23	Locomotive	2,80,60,626	14·90
Carriage and wagon	75,07,994	4·22	Carriage and wagon	82,34,402	4·37
Traffic	1,33,62,590	7·51	Traffic	1,37,84,716	7·32
General	‡77,89,506	4·38	General	‡81,54,503	4·33
Miscellaneous	§24,70,358	1·39	Miscellaneous	§31,59,074	1·68
TOTAL	‖8,04,49,893	45·22	TOTAL	¶8,63,32,105	45·84

For the metre gauge lines* as follow:

1893.			1894.		
	Working expenses.	Per cent. on gross earnings.		Working expenses.	Per cent. on gross earnings.
	₹			₹	
Maintenance	76,02,608	12·70	Maintenance	71,73,869	11·31
Locomotive	1,03,77,291	17·33	Locomotive	1,05,23,347	16·59
Carriage and wagon	26,50,821	4·42	Carriage and wagon	28,62,454	4·51
Traffic	49,51,587	8·27	Traffic	51,90,903	8·18
General	40,48,631	6·76	General	42,33,762	6·68
Miscellaneous	6,67,088	1·11	Miscellaneous	6,06,992	0·96
TOTAL	3,02,98,026	50·59	TOTAL	3,05,91,327	48·23

* Excluding the West of India Portuguese and the Pondicherry railways.

† Excluding R13,43,123 added to the net revenue account of the East Indian railway by a write-back to capital for Denham-Olpherts' sleepers put into the line between January 1880 and December 1892.

‡ Including expenditure incurred direct by the State on state lines leased to companies.

§ Including contribution to the Provident Fund, and one-fifth share of net earnings paid by the Tarkessur railway to the East Indian railway.

‖ Including R6,74,312 paid by the North Western (state), the Great Indian Peninsula and the Nizam's Guaranteed State railway, as rent of leased lines, not included under any of the above heads.

¶ Including R6,39,303 paid by the North Western (state), the Great Indian Peninsula and the Nizam's Guaranteed State railways as rent of leased lines, and R3,789 paid by the Kolar Gold-fields railway to the Madras railway for the use of rolling-stock, not included under any of the above heads.

and for the special gauge lines as follow :

	1893.			1894.	
	Working expenses.	Per cent. on gross earnings.		Working expenses.	Per cent. on gross earnings.
	₹			₹	
Maintenance . .	1,55,464	12·11	Maintenance . .	2,00,434	15·39
Locomotive . .	2,19,635	17·12	Locomotive . .	2,47,300	18·98
Carriage and wagon .	63,084	4·92	Carriage and wagon .	69,670	5·35
Traffic . . .	1,28,367	10·00	Traffic . . .	1,30,952	10·05
General . . .	1,16,001	9·04	General . . .	1,26,269	9·69
Miscellaneous . .	26,339	2·05	Miscellaneous . .	17,503	1·34
TOTAL .	7,08,890	55·24	TOTAL .	7,92,128	60·82

2. In the appendices, pages ii to cxiii, will be found full details, by half-years, of the working expenses on Indian railways for 1894. The following paragraphs briefly review the salient points connected with the expenses on working of the standard and metre gauge railways for the same period, as compared with 1893, on an annual basis.

Maintenance of way, works and stations.

Maintenance expenses per mean mile maintained (standard gauge).

3. During the year the total expenses on maintenance of way, works and stations of the standard gauge lines amounted to ₹2,42,95,692, or an average rate of ₹2,271 per mean mile maintained on the total mean mileage (miles 10,699·16) of these lines; while in 1893 the expenses were, on the standard gauge lines*, ₹2,15,44,675†, giving an average of ₹2,095 per mean mile maintained on a total mean mileage of 10,286·18 miles.

Maintenance expenses per mile of track, including sidings (standard gauge).

4. Similarly, on the metre gauge lines‡ the total expenses on maintenance of way, works and stations amounted to ₹71,73,869, averaging ₹944 per mean mile maintained on the total mean mileage (miles 7,602·79) of these lines; the corresponding expenses in 1893 on metre gauge lines amounted to ₹76,02,608, or an average of ₹1,022 per mean mile maintained on a total mean mileage of 7,439·13 miles.

Maintenance expenses per mile of track, including sidings (standard gauge).

5. On the standard gauge lines the cost of maintenance per mile of track, including sidings, is compared in the following table :

Serial number.	Railway.	1893.		1894.	
		Mean age of line.	Cost per mile of track, including sidings.	Mean age of line.	Cost per mile of track, including sidings.
		Years.	₹	Years.	₹
I	East Indian, including—	29·41	§	29·46	
XXV	Delhi-Umballa-Kalka	2·84	1,095	3·84	1,738
XXVI	Tarkessur	9·00		10·00	
II	Bengal-Nágpur	5·27	965	6·27	1,163
III	Indian Midland, including—	6·23	882	7·23	999
IV & XXIX	Bhopal-Itársi	9·60		10·60	
X	North Western (state), including—	15·05		16·03	
XI	Hyderabad-Shadipalli	1·37	2,228	2·37	2,114
XXXIII	Rájpura-Bhátinda	4·94		5·94	
XXXIV	Jammu and Kashmir	3·80		4·80	

* Excluding the East Coast (state) railway which was maintained by capital.
† Excluding ₹10,49,128 referred to in foot-note marked thus † on page 64.
‡ Excluding the West of India Portuguese and the Pondicherry railways.
§ Calculated on the expenditure excluding ₹10,49,128 referred to in foot-note marked thus † on page 64 including this amount the average cost is ₹1,482.

Maintenance expenses per mile of track, including sidings (standard gauge)—concld.

Serial number.	Railway.	1893.		1894.	
		Mean age of line.	Cost per mile of track, including sidings.	Mean age of line.	Cost per mile of track, including sidings.
		Years.	₹	Years.	₹
XII	Oudh and Rohilkhand (state)	17·51	1,363	17·26	1,656
XIII	Eastern Bengal (state)	24·04	1,654	25·04	1,831
XIV	Bengal Central	10·20	682	11·20	769
XV	Calcutta Port Commissioners'	12·94	1,426	13·94	843
XVI	East Coast (state)	*	*	1·05	1,079
XXII	Great Indian Peninsula, including—	29·34		30·33	
VI	Wardha Coal	17·66		18·66	
VII	Dhond-Manmád	15·74	2,373	16·74	2,289
XXVII	Khámgaon	23·83		24·83	
XXVIII	Amráoti	22·87		23·87	
XXIII	Bombay, Baroda and Central India, including—	27·34		28·34	
V	Godhra-Rutlam	0·96	1,820	0·69	1,866
XXXI	The Gaekwar's Petlád	3·66		4·66	
XXIV	Madras, including—	29·70	1,003	30·70	1,152
XXXII	Kolar Gold-fields	†	†	0·59	
XXX	The Nizam's Guaranteed State, including—	11·02	1,029‡	12·02	1,341
	Bezwada extension	4·89		5·89	

The expenses on permanent-way per mile of track, including sidings, compare as follow :

Serial number.	Railway.	1893.	1894.
		₹	₹
I	East Indian, including—		
XXV	Delhi-Umballa-Kalka	§494	1,076
XXVI	Tarkessur		
II	Bengal-Nágpur	406	536
III	Indian Midland, including—		
IV & XXIX	Bhopal-Itársi	530	573
X	North Western (state), including—		
XI	Hyderabad-Shadipalli		
XXXIII	Râjpura-Bhátinda	1,025	757
XXXIV	Jammu and Kashmir		
XII	Oudh and Rohilkhand (state)	877	1,081
XIII	Eastern Bengal (state)	660	584
XIV	Bengal Central	425	510
XV	Calcutta Port Commissioners'	848	490
XVI	East Coast (state)	*	557
XXII	Great Indian Peninsula, including—		
VI	Wardha Coal		
VII	Dhond-Manmád	1,183	1,134
XXVII	Khámgaon		
XXVIII	Amráoti		
XXIII	Bombay, Baroda and Central India, including—		
V	Godhra-Rutlam	741	759
XXXI	The Gaekwar's Petlád		
XXIV	Madras, including—	317	419
XXXII	Kolar Gold-fields†		
XXX	The Nizam's Guaranteed State, including—	539	774
	Bezwada extension		

* Opened for traffic during 1893, but the cost of maintaining the line during that year was charged to capital.
† Opened for traffic during 1894.
‡ Including the Bezwada-Gódávari section of the East Coast (state) railway.
§ Calculated on the expenditure excluding ₹10,49,128 referred to in foot-note marked thus † on page 64; including this amount the average cost is ₹881.

Maintenance expenses per mile of track, including sidings (metre gauge).

6. On the metre gauge lines the cost of maintenance per mile of track, including sidings, is shown in the following table:

Serial number.	Railway.	1893. Mean age of line.	1893. Cost per mile of track, including sidings.	1894. Mean age of line.	1894. Cost per mile of track, including sidings.
		Years.	₹	Years.	₹
XXXVII	Bengal and North-Western—				
	Tirhoot section	9·87	594	10·87	697
	Company's section	8·12		9·12	
XXXIX	Rajputana-Malwa, including—	14·30	783	15·30	778
XL	Pálanpur-Deesa	0·15		1·15	
LVII	The Gaekwar's Mehsána	3·82		4·82	
XLI	Southern Mahratta, including—	7·42	669	8·42	812
XLII	Guntakal-Mysore frontier	1·13		2·13	
XLIII	Mysore section	7·78		8·78	
LVIII	Kolhápur	2·70		3·70	
LIX	Yesvantpur-Mysore frontier	0·59		1·59	
LX	Mysore-Nanjangúd	2·08		3·08	
XLIV	South Indian, including—	14·07	1,086	14·37	876
XLV	Máyavaram-Mutupet*				
LXVII	Pondicherry				
XLVII	Eastern Bengal (state)—				
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	10·77	1,058	11·76	791
	Dacca section	8·48		9·48	
XLVIII	Burma (state)†	7·88	1,899	8·70	1,371
LI	Deoghur	10·88	596	11·88	728
LII	Rohilkund and Kumaon, including—	9·25	535	10·25	706
XXXVIII	Lucknow-Bareilly section	5·40		6·16	
LIII	Bengal Dooars	0·89	178	1·74	139
LIV	Dibru-Sadiya	9·99	1,414	10·99	1,097
LXI	Jodhpore-Bickaneer—				
	Jodhpore section	4·38	412	5·38	323
	Bickaneer section	2·06	228	3·06	253
LXII	Bhávnagar-Gondal-Junágarh-Porbandar, including—	9·43	1,148	10·43	970
LXIII	Jetalsar-Rájkot	0·72		1·72	

The expenses on permanent-way per mile of track, including sidings, are compared in the following table:

Serial number.	Railway.	1893.	1894.
		₹	₹
XXXVII	Bengal and North-Western—		
	Tirhoot section	285	324
	Company's section		
XXXIX	Rajputana-Malwa, including—	439	435
XL	Pálanpur-Deesa		
LVII	The Gaekwar's Mehsána		
XLI	Southern Mahratta, including—	367	405
XLII	Guntakal-Mysore frontier		
XLIII	Mysore section		
LVIII	Kolhápur		
LIX	Yesvantpur-Mysore frontier		
LX	Mysore-Nanjangúd		

* Opened for traffic during 1894.

† Including the statistics of the Mu Valley line, the open portion of which forms a part of the Burma (state) railway system.

Expenses on permanent-way per mile of track, including sidings (metre gauge)—concld.

Serial number.	Railway.	1893.	1894.
		₹	₹
XLIV	South Indian, including—		
XLV	Máyavaram-Mutupet*	762	536
LXVII	Pondicherry		
XLVII	Eastern Bengal (state)—		
»	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	660	584
	Dacca section		
XLVIII	Burma (state)†	1,302	815
LII	Rohilkund and Kumaon, including—	293	332
XXXVIII	Lucknow-Bareilly section		
LIII	Bengal Dooars	‡	86
LIV	Dibru-Sadiya	973	801
LXI	Jodhpore-Bickaneer—		
	Jodhpore section	340	230
	Bickaneer section	186	194
LXII	Bhávnagar-Gondal-Junágarh-Porbandar, including—	706	563
LXIII	Jetalsar-Rájkot		

Maintenance expenses per 1,000 gross ton-miles (standard gauge).

7. The maintenance charges per 1,000 gross ton-miles of traffic, on the standard gauge lines, are shown in the following table:

Serial number.	Railway.	1893. Ton-mileage per mean mile worked.	1893. Cost of maintenance per 1,000 gross ton-miles.	1894. Ton-mileage per mean mile worked.	1894. Cost of maintenance per 1,000 gross ton-miles.
		Miles.	₹	Miles.	₹
I	East Indian, including—				
XXV	Delhi-Umballa-Kalka	2,011,153	0·81§	2,172,511	1·18
XXVI	Tarkessur				
II	Bengal-Nágpur	647,036	1·65	697,289	1·85
III	Indian Midland, including—	600,100	1·62	662,331	1·67
IV & XXIX	Bhopal-Itársi				
X	North Western (state), including—				
XI	Hyderabad-Shadipalli	1,090,737	2·49	1,173,830	2·21
XXXIII	Rájpura-Bhátinda				
XXXIV	Jammu and Kashmir				
XII	Oudh and Rohilkhand (state)	1,115,291	1·41	1,235,394	1·54
XIII	Eastern Bengal (state), including—	1,409,413	1·42	1,567,002	1·24
XIV	Bengal Central				
XVI	East Coast (state)	‖	‖	518,101	2·42
XXII	Great Indian Peninsula, including—				
VI	Wardha Coal				
VII	Dhond-Manmád	1,916,166	1·84	1,738,072	1·96
XXVII	Khamgáon				
XXVIII	Amráoti				
XXIII	Bombay, Baroda and Central India, including—				
V	Godhra-Rutlam	1,801,887	1·35	1,773,521	1·40
XXXI	The Gaekwar's Petlád				
XXIV	Madras, including—	874,255	1·38	820,781	1·70
XXXII	Kolar Gold-fields*				
XXX	The Nizam's Guaranteed State, including—	492,110¶	2·04¶	631,732	2·30
	Bezwada extension				

* Opened for traffic during 1894.

† Including the statistics of the Mu Valley line, the open portion of which forms a part of the Burma (state) railway system.

‡ Information not available.

§ Calculated on the expenditure excluding ₹10,49,128 referred to in foot-note marked thus † on page 64; including this amount the average cost is ₹1·10.

‖ Opened for traffic during 1893, but the cost of maintaining the line during that year was charged to capital.

¶ Including the Bezwada-Gódávari section of the East Coast (state) railway.

Maintenance expenses per 1,000 gross ton-miles (metre gauge).

8. On the metre gauge lines the maintenance charges per 1,000 gross ton-miles of traffic are compared in the following table:

Serial number.	Railway.	1893.		1894.	
		Ton-mileage per mean mile worked.	Cost of maintenance per 1,000 gross ton-miles.	Ton-mileage per mean mile worked.	Cost of maintenance per 1,000 gross ton-miles.
		Miles.	₹	Miles.	₹
XXXVII	Bengal and North-Western—				
	Tirhoot section	436,229	1·53	440,811	1·78
	Company's section				
XXXIX	Rajputana-Malwa, including—				
XL	Pálanpur-Deesa	779,979	1·16	878,157	1·02
LVII	The Gaekwar's Mehsána				
XLI	Southern Mahratta, including—				
XLII	Guntakal-Mysore frontier				
XLIII	Mysore section	333,411	2·20	340,000	2·61
LVIII	Kolhápur				
LIX	Yesvantpur-Mysore frontier				
LX	Mysore-Nanjangúd				
XLIV	South Indian, including—				
XLV	Máyavaram-Mutupet*	477,772	2·53	470,849	2·09
LXVII	Pondicherry				
XLVII	Eastern Bengal (state)—				
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	473,646	2·60	481,667	1·90
	Dacca section				
XLVIII	Burma (state) †	535,325	4·15	513,718	3·13
LII	Rohilkund and Kumaon, including—	300,121	1·96	366,278	2·06
XXXVIII	Lucknow-Bareilly section				
LXI	Jodhpore-Bickaneer—				
	Jodhpore section	‡	‡	188,508	1·76
	Bickaneer section	‡	‡	106,650	2·42
LXII	Bhávnagar-Gondal-Junágarh-Porbandar, including—	250,051	4·59	242,556	4·43
LXIII	Jetalsar-Rájkot				

Locomotive expenses.

Locomotive expenses per train-mile (standard gauge).

9. The locomotive expenses on the standard gauge lines § open for traffic amounted to ₹2,80,33,458 on a train-mileage of 44,174,236, ‖ giving an average cost of 10·15 annas per train-mile; while in 1893 the expenditure was, on standard gauge lines§, ₹2,70,75,163 on a train-mileage of 42,658,119 ¶, or an average of 10·16 annas per train-mile.

Locomotive expenses per train-mile (metre gauge).

10. On the metre gauge lines** open for traffic during the year the total expenses were ₹1,05,23,347, the train-mileage 20,598,426, and the average cost per train-mile 8·17 annas; corresponding figures for the metre gauge lines** open for traffic in 1893 being, total expenses ₹1,03,77,291, train-mileage 19,567,592, and average cost per train-mile 8·48 annas.

* Opened for traffic during 1894.

† Including the statistics of the Mu Valley line, the open portion of which forms a part of the Burma (state) railway system.

‡ Information not available.

§ Excluding the Calcutta Port Commissioners' railway.

‖ Including 61,638 miles run by contractors' trains on the unopen portion of the Godhra-Rutlam railway.

¶ Including 25,549 miles run by contractors' trains on the unopen portion of the Godhra-Rutlam railway

** Excluding the West of India Portuguese railway.

Locomotive expenses per train-mile (standard gauge).

11. The locomotive expenses per train-mile, on the standard gauge lines, are shown in the table below:

Serial number.	Railway.	1893. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1893. Average cost of fuel per ton. *	1893. Train-mileage per mean mile worked.	1893. Locomotive expenses per train-mile.	1894. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1894. Average cost of fuel per ton. *	1894. Train-mileage per mean mile worked.	1894. Locomotive expenses per train-mile.
		lbs.	₹	Miles.	Ans.	lbs.	₹	Miles.	Ans.
I, XXV, XXVI	East Indian, including—Delhi-Umballa-Kálka, Tárkessur	53·08	1·86	5,629	6·74	53·67	1·91	5,874	6·44
II	Bengal-Nágpur	48·26	3·18	1,774	8·66	46·71	2·84	1,864	8·34
III, IV & XXIX	Indian Midland, including—Bhopal-Itársi	50·14	8·62	1,933	10·65	49·01	7·70	2,062	10·37
X, XI, XXXIII, XXXIV	North Western (state), including—Hyderabad-Shadipalli, Rájpura-Bhátinda, Jammu and Kashmir	49·17	12·98	3,443	11·97	47·36	13·25	3,630	11·85
XII	Oudh and Rohilkhand (state)	40·35	9·09	3,744	6·66	41·89	9·53	3,964	6·92
XIII, XIV	Eastern Bengal (state), including—Bengal Central	49·25	6·02	5,130	6·82	45·27	5·58	5,394	6·38
XVI	East Coast (state)	†	†	†	†	68·90	9·45	1,801	14·50
XXII, VI, VII, XXVII, XXVIII	Great Indian Peninsula, including—Wardha Coal, Dhond-Manmád, Khámgaon, Amráoti	43·16	10·01	6,640	12·62	42·38	9·50	6,156	13·02
XXIII, V, XXXI	Bombay, Baroda and Central India, including—Godhra-Rutlam, The Gaekwar's Petlád	45·78	13·58	5,004	12·76	56·21	17·04	4,815	14·47
XXIV, XXXII	Madras, including—Kolar Gold-fields ‡	48·19	13·23	3,149	12·22	46·24	14·14	3,004	12·15
XXX	The Nizam's Guaranteed State, including—Bezwada extension	48·64§	5·13§	1,566§	9·24§	56·56	4·60	1,896	9·41

Locomotive expenses per train-mile (metre gauge).

12. On the metre gauge lines the locomotive expenses per train-mile compare as follows:

Serial number.	Railway.	1893. Consumption of fuel in terms of Kurhurbaree coal, per train-mile.	1893. Average cost of fuel per ton. *	1893. Train-mileage per mean mile worked.	1893. Locomotive expenses per train mile.	1894. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1894. Average cost of fuel per ton. *	1894. Train-mileage per mean mile worked.	1894. Locomotive expenses per train-mile.
		lbs.	₹	Miles.	Ans.	lbs.	₹	Miles.	Ans.
XXXVII	Bengal and North-Western—Tirhoot section, Company's section	30·86	6·97	2,157	4·87	29·46	6·00	2,234	4·43
XXXIX, XL, LVII	Rajputana-Malwa, including—Pálanpur-Deesa, The Gaekwar's Mehsána	30·73	18·19	3,770	9·46	34·75	18·01	4,051	8·94
XLI, XLII, XLIII, LVIII, LIX, LX	Southern Mahratta, including—Guntakal-Mysore frontier, Mysore section, Kolhápur, Yesvantpur-Mysore frontier, Mysore-Nanjangúd	34·16	11·60	2,092	8·82	32·47	9·86	2,079	8·76

* Calculated on the actual weight of fuel used during the year.
† Reliable statistics are not available for 1893.
‡ Opened for traffic during 1894.
§ Including the Bezwada-Gódávari section of the East Coast (state) railway.

Locomotive expenses per train-mile (metre gauge)—concld.

Serial number.	Railway.	1893. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1893. Average cost of fuel per ton. *	1893. Train-mileage per mean mile worked.	1893. Locomotive expenses per train-mile.	1894. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1894. Average cost of fuel per ton. *	1894. Train-mileage per mean mile worked.	1894. Locomotive expenses per train-mile.
		lbs.	R	Miles.	Ans.	lbs.	R	Miles.	Ans.
XLIV XLV LXVII XLVII	South Indian, including— Máyavaram-Mutupet† Pondicherry Eastern Bengal (state)— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch). Dacca section	44·94 31·92	12·35 7·03	3,050 2,791	9·05 5·46	30·86 29·90	13·63 7·79	2,986 2,830	8·74 5·45
XLVIII	Burma (state) ‡ . . .	32·58	14·32	2,674	9·98	30·63	12·06	2,566	9·78
LI	Deoghur	39·90	5·22	3,117	7·84	40·93	§	2,902	6·50
LII XXXVIII	Rohilkund and Kumaon, including— Lucknow-Bareilly section	31·52	11·00	1,716	5·90	33·84	9·20	1,910	5·73
LIII	Bengal Dooars . . .	§	§	925	8·76	27·98	21·16	1,462	7·90
LIV	Dibru-Sadiya . . .	28·87	8·50	2,640	5·60	30·98	8·48	2,380	5·94
LXI	Jodhpore-Bickaneer— Jodhpore section . . Bickaneer section . .	26·06 25·38	26·16 26·18	941 739	8·88 9·54	28·44 27·06	23·60 23·54	1,038 735	9·00 8·66
LXII LXIII	Bhávnagar-Gondal-Junágarh-Porbandar, including— Jetalsar-Rájkot	24·44	21·88	1,635	8·16	26·73	22·09	1,534	8·00

Locomotive expenses per 1,000 gross ton-miles (standard gauge).

13. The locomotive expenses, on the standard gauge lines, based on the comparative cost per 1,000 gross ton-miles hauled, give the following results:

Serial number.	Railway.	1893. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1893. Ton-mileage hauled per mean mile worked.	1893. Locomotive expenses per 1,000 gross ton-miles.	1894. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1894. Ton-mileage hauled per mean mile worked.	1894. Locomotive expenses per 1,000 gross ton-miles.
		lbs.	Miles.	R	lbs.	Miles.	R
I XXV XXVI	East Indian, including— Delhi-Umballa-Kalka Tarkessur	148·55	2,011,153	1·18	145·11	2,172,511	1·09
II	Bengal-Nágpur . . .	132·26	647,036	1·48	124·88	697,289	1·39
III IV & XXIX	Indian Midland, including— Bhopal-Itársi	161·50	600,100	2·14	152·53	662,331	2·02
X XI XXXIII XXXIV	North Western (state), including— Hyderabad-Shadipalli Rájpura-Bhátinda Jammu and Kashmir	155·22	1,428,315	2·36	146·44	1,173,830	2·29
XII	Oudh and Rohilkhand (state) .	135·46	1,115,291	1·40	134·39	1,235,394	1·39
XIII XIV	Eastern Bengal (state), including— Bengal Central	183·52	1,409,413	1·55	239·53	518,101	3·16
XVI	East Coast (state) . .	‖	‖	‖			
XXII VI VII XXVII XXVIII	Great Indian Peninsula, including— Wardha Coal Dhond-Manmád Khámgaon Amráoti	149·56	1,916,166	2·73	150·11	1,738,072	2·88
XXIII V XXXI	Bombay, Baroda and Central India, including— Godhra-Rutlam The Gaekwar's Petlád	127·13	1,801,887	2·21	150·64	1,773,521	2·48
XXIV XXXII	Madras, including— Kolar Gold-fields†	173·57	874,355	2·75	169·27	820,781	2·78
XXX	The Nizam's Guaranteed State, including— Bezwada extension . .	¶ 154·75	¶ 492,110	¶ 1·84	169·71	631,732	1·76

* Calculated on the actual weight of fuel used during the year.
† Opened for traffic during 1894.
‡ Including the statistics of the Mu Valley line, the open portion of which forms a part of the Burma (state) railway system.
§ Information not available.
‖ Reliable statistics are not available for 1893.
¶ Including the Bezwada-Gódávari section of the East Coast (state) railway.

Locomotive expenses per 1,000 gross ton-miles (metre gauge).

14. For the metre gauge lines a similar comparison gives:

Serial number.	Railway.	1893. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1893. Ton-mileage hauled per mean mile worked.	1893. Locomotive expenses per 1,000 gross ton-miles.	1894. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1894. Ton-mileage hauled per mean mile worked.	1894. Locomotive expenses per 1,000 gross ton-miles.
		lbs.	Miles.	₹	lbs.	Miles	₹
XXXVII	Bengal and North-Western— Tirhoot section Company's section	152·61	436,229	1·50	149·27	440,811	1·40
XXXIX XL LVII	Rajputana-Malwa, including— Pálanpur-Deesa The Gaekwar's Mehsána	148·51	779,979	2·86	146·47	878,157	2·58
XLI XLII XLIII LVIII LIX LX	Southern Mahratta, including— Guntakal-Mysore frontier Mysore section Kolhápur Yesvantpur-Mysore frontier Mysore-Nanjangúd	205·15	333,411	3·31	198·51	340,000	3·35
XLIV XLV LXVII	South Indian, including— Máyavaram-Mutupet* Pondicherry	286·82	477,772	3·61	195·76	470,849	3·46
XLVII	Eastern Bengal (state)— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) Dacca section	190·05	473,646	2·91	175·69	481,667	2·00
XLVIII	Burma (state)†	157·54	535,325	3·12	153·00	513,718	3·05
LII XXXVIII	Rohilkund and Kumaon, including— Lucknow-Bareilly section	180·11	300,121	2·11	176·49	366,278	1·87
LXI	Jodhpore-Bickaneer— Jodhpore section . . . Bickaneer section . . .	‡ ‡	‡ ‡	‡ ‡	156·59 186·49	188,508 106,650	3·70 3·73
LXII LXIII	Bhávnagar-Gondal-Junágarh-Porbandar, including— Jetalsar-Rájkot	153·68	250,051	3·25	168·53	242,556	3·16

Locomotive expenses: cost of fuel.

15. The average prices of coal per ton varying—as will be noticed from the foregoing paragraphs—from ₹1·86 on the East Indian railway to ₹26·18 on the Bickaneer section of the Jodhpore-Bickaneer railway in 1893, and from ₹1·91 on the East Indian railway to ₹23·60 on the Jodhpore section of the Jodhpore-Bickaneer railway in 1894, render any comparison of working on the different lines on the basis of locomotive cost very misleading. A better comparison can be made if the cost of fuel be deducted from the locomotive expenses per 1,000 gross ton-miles, and this is done in the following paragraphs:

* Opened for traffic during 1894.
† Including the statistics of the Mu Valley line, the open portion of which forms a part of the Burma (state) railway system.
‡ Information not available.

Locomotive expenses per 1,000 gross ton-miles, excluding cost of fuel (standard gauge).

16. Excluding the cost of fuel the locomotive expenses on the standard gauge lines compare as follows:

Serial number.	Railway.	1893.	1894.
		R	*R*
I	East Indian, including—		
XXV	Delhi-Umballa-Kalka	1·05	0·96
XXVI	Tarkessur		
II	Bengal-Nágpur	1·27	1·20
III	Indian Midland, including—	1·37	1·34
IV & XXIX	Bhopal-Itársi		
X	North Western (state), including—		
XI	Hyderabad-Shadipalli	1·40	1·37
XXXIII	Rájpura-Bhátinda		
XXXIV	Jammu and Kashmir		
XII	Oudh and Rohilkhand (state)	0·85	0·81
XIII	Eastern Bengal (state), including—	1·03	0·91
XIV	Bengal Central		
XVI	East Coast (state)	*	2·11
XXII	Great Indian Peninsula, including—		
VI	Wardha Coal		
VII	Dhond-Manmád	1·93	2·05
XXVII	Khámgaon		
XXVIII	Amráoti		
XXIII	Bombay, Baroda and Central India, including—		
V	Godhra-Rutlam	1·52	1·53
XXXI	The Gaekwar's Petlád		
XXIV	Madras, including—	1·75	1·71
XXXII	Kolar Gold-fields†		
XXX	The Nizam's Guaranteed State, including—	1·44	1·39
	Bezwada extension		

Locomotive expenses per 1,000 gross ton-miles, excluding cost of fuel (metre gauge).

17. The locomotive expenses, excluding the cost of fuel, of the metre gauge lines compare as follows:

Serial number.	Railway.	1893.	1894.
		R	*R*
XXXVII	Bengal and North-Western—		
	Tirhoot section	1·08	1·00
	Company's section		
XXXIX	Rajputana-Malwa, including—		
XL	Pálanpur-Deesa	1·70	1·46
LVII	The Gaekwar's Mehsána		
XLI	Southern Mahratta, including—		
XLII	Guntakal-Mysore frontier		
XLIII	Mysore section	2·20	2·40
LVIII	Kolhápur		
LIX	Yesvantpur-Mysore frontier		
LX	Mysore-Nanjangúd		
XLIV	South Indian, including—		
XLV	Máyavaram-Mutupet†	2·13	2·02
LXVII	Pondicherry		
XLVII	Eastern Bengal (state)—		
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	1·40	1·33
	Dacca section		
XLVIII	Burma (state)‡	2·03	2·09
LII	Rohilkund and Kumaon, including—	1·22	1·14
XXXVIII	Lucknow-Bareilly section		
LXI	Jodhpore-Bickaneer—		
	Jodhpore section	§	1·45
	Bickaneer section	§	1·77
LXII	Bhávnagar-Gondal-Junágarh Porbandar, including—	1·88	1·83
LXIII	Jetalsar-Rájkot		

* Reliable statistics are not available for 1893.
† Opened for traffic during 1894.
‡ Including the statistics of the Mu Valley line, the open portion of which forms a part of the Burma (state) railway system.
§ Information not available.

Carriage and wagon expenses.

Carriage and wagon expenses per 1,000 home vehicle-miles (standard gauge).

18. The carriage and wagon expenses for the standard gauge lines open for traffic, based on the comparative cost per 1,000 home vehicle-miles, are shown in the following table:

Serial number.	Railway.	1893. Total vehicle-mileage.	1893. Average mileage per coaching vehicle.	1893. Average mileage per goods vehicle.	1893. Carriage and wagon expenses per 1,000 home vehicle-miles.	1894. Total vehicle-mileage.	1894. Average mileage per coaching vehicle.	1894. Average mileage per goods vehicle.	1894. Carriage and wagon expenses per 1,000 home vehicle-miles.
		Miles.	Miles.	Miles.	₹	Miles.	Miles.	Miles.	₹
I XXV XXVI	East Indian, including— Delhi-Umballa-Kalka Tarkessur	269,466,427	61,424	20,648	4·54	284,949,903	63,198	22,277	4·78
II	Bengal-Nágpur	59,420,789	36,656	14,318	3·91	62,087,455	35,947	14,432	3·27
III IV & XXIX	Indian Midland, including— Bhopal-Itársi	37,827,423	30,970	12,097	6·41	35,676,629	29,927	11,118	6·89
X XI XXIII XXXIV	North Western (state), including— Hyderabad-Shadipalli Rájpura-Bhátinda Jammu and Kashmir	198,045,600	31,528	23,167	9·41	227,269,665	30,771	16,166	9·57
XII	Oudh and Rohilkhand (state)	79,068,529	36,391	13,497	4·32	72,412,848	38,734	11,319	8·51
XIII XIV	Eastern Bengal (state), including— Bengal Central	39,309,589*	35,387	11,268	9·79	43,006,586	34,639	12,562	10·14
XVI	East Coast (state)	†	†	†	‡	8,841,527	31,304	6,595	6·37
XXII VI VII XXVII XXVIII	Great Indian Peninsula, including— Wardha Coal Dhond-Manmád Khámgaon Amráoti	167,865,650	31,621	14,524	11·44	158,397,008	30,846	13,281	10·85
XXIII V XXXI	Bombay, Baroda and Central India, including— Godhra-Rutlam The Gaekwar's Petlád	66,305,786	42,051	12,899	10·07	68,321,204	41,417	12,459	8·62
XXIV XXXII	Madras, including— Kolár Gold-fields‡	53,465,907	27,927	11,376	9·40	48,801,804	29,196	10,635	14·71
XXX	The Nizam's Guaranteed State, including— Bezwada extension	15,407,607§	34,666§	13,850§	6·67§	13,988,469	33,087	12,246	7·03

Carriage and wagon expenses per 1,000 home vehicle-miles (metre gauge).

19. On the metre gauge lines the carriage and wagon expenses, based on the comparative cost per 1,000 home vehicle-miles, are as follows:

Serial number.	Railway.	1893. Total vehicle-mileage.	1893. Average mileage per coaching vehicle.	1893. Average mileage per goods vehicle.	1893. Carriage and wagon expenses per 1,000 home vehicle-miles.	1894. Total vehicle-mileage.	1894. Average mileage per coaching vehicle.	1894. Average mileage per goods vehicle.	1894. Carriage and wagon expenses per 1,000 home vehicle-miles.
		Miles.	Miles.	Miles.	₹	Miles.	Miles.	Miles.	₹
XXXVII	Bengal and North-Western— Tirhoot section Company's section	41,963,609	49,145	8,189	3·14	44,321,306	49,840	9,435	2·85
XXXIX XL LVII	Rajputana-Malwa, including— Pálanpur-Deesa The Gaekwar's Mehsána	155,264,004	28,481	15,155	6·20	171,008,417	29,129	17,314	5·92
XLI XLII XLIII LVIII LIX LX	Southern Mahratta, including— Guntakal-Mysore frontier Mysore section Kolhápur Yesvantpur-Mysore frontier Mysore-Nanjangúd	59,988,726	20,079	8,901	5·02	61,229,997	23,652	8,476	6·19

* Excluding free mileage for inspections, etc. (111,094 miles).
† Reliable statistics are not available for 1893.
‡ Opened for traffic during 1894.
§ Including the Bezwada-Gódávari section of the East Coast (state) railway.

Carriage and wagon expenses per 1,000 home vehicle-miles (metre gauge)—concld.

Serial number.	Railway.	1893. Total vehicle-mileage.	1893. Average mileage per coaching vehicle.	1893. Average mileage per goods vehicle.	1893. Carriage and wagon expenses per 1,000 home vehicle-miles.	1894. Total vehicle-mileage.	1894. Average mileage per coaching vehicle.	1894. Average mileage per goods vehicle.	1894. Carriage and wagon expenses per 1,000 home vehicle-miles.
		Miles.	Miles.	Miles.	₹	Miles.	Miles.	Miles.	₹
XLIV XLV LXVII	South Indian, including— Máyavaram-Mutupet* Pondicherry	60,015,861	34,751	9,618	9·20	58,985,479	33,220	9,109	10·70
XLVII	Eastern Bengal (state)— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) Dacca section	†36,564,638	31,708	10,700	3·90	39,504,501	34,675	11,458	3·60
XLVIII	Burma (state)††	49,628,506	29,248	8,739	7·94	46,140,705	27,212	8,150	8·52
LII XXXVIII	Rohilkund and Kumaon, including— Lucknow-Bareilly section	11,161,503	31,312	8,848	3·65	14,077,596	27,693	14,066	3·49
LXI	Jodhpore-Bickaneer— Jodhpore section Bickaneer section	¶ ¶	¶ ¶	¶ ¶	¶ ¶	6,819,257 494,649	38,337	17,230	2·07 2·62
LXII LXIII	Bhávnagar-Gondal-Junágarh-Porbandar, including— Jetalsar-Rájkot	12,996,613	25,100	8,370	4·14	12,419,270	26,012	7,514	4·66

Traffic expenses.

Traffic expenses per train-mile (standard gauge).

20. Following the procedure adopted in the foregoing paragraphs, the traffic expenses per train-mile, on the standard gauge lines, vary as shown below:

Serial number.	Railway.	1893. Train-mileage per mean mile worked.	1893. Average distance between stations.	1893. Traffic expenses per train-mile.	1894. Train-mileage per mean mile worked.	1894. Average distance between stations.	1894. Traffic expenses per train-mile.
		Miles.	Miles.	Ans.	Miles.	Miles.	Ans.
I XXV XXVI	East Indian, including— Delhi-Umballa-Kalka Tarkessur	5,629	7·51	4·61	5,874	7·96	4·51
II	Bengal-Nágpur	1,774	9·27	5·01	1,864	9·67	4·99
III IV & XXIX	Indian Midland, including— Bhopal-Itársi	1,933	7·49	5·09	2,062	7·73	5·05
V	Godhra-Rutlam	1,831	8·33	1·41	1,181	8·88	4·60
X XI XXXIII XXXIV	North Western (state), including— Hyderabad-Shadipalli Rájpura-Bhátinda Jammu and Kashmir	3,443	7·67	4·61	3,630	7·51	4·32
XII	Oudh and Rohilkhand (state)	3,744	6·86	4·19	3,964	6·81	4·00
XIII	Eastern Bengal (state)	6,516	3·71	7·44	6,878	3·71	7·48
XIV	Bengal Central	2,369	5·00	5·70	2,445	5·00	5·72
XVI	East Coast (state)	‡	‡	‡	1,801	7·70	7·23
XXII VI VII XXVII XXVIII	Great Indian Peninsula, including— Wardha Coal Dhond-Manmád Khámgaon Amráoti	6,640	7·06	5·02	6,156	6·90	5·42
XXIII	Bombay, Baroda and Central India	5,271	5·36	5·96	5,345	5·36	5·80
XXIV XXXII	Madras, including— Kolar Gold-fields*	3,149	5·95	5·45	3,004	5·78	5·53
XXX	The Nizam's Guaranteed State, including— Bezwada extension	1,566§	8·05§	5·69§	1,896	8·82	5·56
XXXI	The Gaekwar's Petlád	1,457	6·67	3·23	1,465	13·35	3·23

* Opened for traffic during 1894.
† Excluding free mileage for inspections, etc. (148,264 miles).
†† Including the statistics of the Mu Valley line, the open portion of which forms a part of the Burma (state) railway system.
¶ Information not available.
‡ Reliable statistics are not available for 1893.
§ Including the Bezwada-Gódávari section of the East Coast (state) railway.

Traffic expenses per train-mile (metre gauge).

21. On the metre gauge lines a similar comparison of traffic expenses gives the following:

Serial number.	Railway.	1893. Train-mileage per mean mile worked.	1893. Average distance between stations.	1893. Traffic expenses per train-mile.	1894. Train-mileage per mean mile worked.	1894. Average distance between stations.	1894. Traffic expenses per train-mile.
		Miles.	Miles.	Ans.	Miles	Miles.	Ans.
XXXVII	Bengal and North-Western—						
	* Tirhoot section. Company's section	2,157	6·05	4·06	2,234	5·95	4·17
XXXIX	Rajputana-Malwa, including—						
XL	Pálanpur-Deesa	3,770	7·16	3·67	4,051	7·22	3·47
LVII	The Gaekwar's Mehsána						
XLI	Southern Mahratta, including—						
XLII	Guntakal-Mysore frontier						
XLIII	Mysore section	2,002	7·62	3·98	2,079	7·61	4·13
LVIII	Kolhápur						
LIX	Yesvantpur-Mysore frontier						
LX	Mysore-Nanjangúd						
XLIV	South Indian, including—						
XLV	Mayavaram-Mutupet*	3,050	6·90	3·35	2,986	6·72	3·51
LXVII	Pondicherry						
XLVII	Eastern Bengal (state)—						
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	2,791	6·96	4·69	2,830	6·88	4·68
	Dacca section						
XLVIII	Burma (state)†	2,674	6·46	5·98	2,566	6·43	6·00
LI	Deoghur	3,117	4·79	5·03	2,902	4·79	6·06
LII	Rohilkund and Kumaon, including—	1,716	6·90	4·07	1,910	6·79	3·98
XXXVIII	Lucknow-Bareilly section						
LIII	Bengal Dooars	925	4·61	10·81	1,462	4·04	6·44
LIV	Dibru-Sadiya	2,640	4·31	3·03	2,380	5·96	3·20
LXI	Jodhpore-Bickaneer—						
	Jodhpore section	941	9·16	2·91	1,038	8·90	2 72
	Bickaneer section	739	10·87	2·83	735	14·50	3·01
LXII	Bhávnagar-Gondal-Junágarh-Porbandar, including—	1,635	6·91	5 13	1,534	6·91	5·68
LXIII	Jetalsar-Rájkot						

* Opened for traffic during 1894.
† Including the statistics of the Mu Valley line, the open portion of which forms a part of the Burma (state) railway system.

General charges.

General charges, percentage on gross earnings (standard and metre gauges).

22. The general charges, both of the standard and metre gauge lines, may fairly be compared on one basis, *viz.*, that of percentage on gross earnings, excluding steam-boat service. Taking the lines on one list the charges vary as follows:

Serial number.	Railway.	1893. Gross earnings, excluding steam-boat service, per mean mile worked.	1893. General charges, per cent. on gross earnings, excluding steam-boat service.	1894. Gross earnings, excluding steam-boat service, per mean mile worked.	1894. General charges, per cent. on gross earnings, excluding steam-boat service.
	Standard gauge.	₹	Per cent.	₹	Per cent.
I XXV XXVI	East Indian, including— Delhi-Umballa-Kalka Tarkessur	28,140	3·65	29,176	3·54
II	Bengal-Nágpur	7,465	9·60	7,759	9·41
III IV & XXIX	Indian Midland, including— Bhopal-Itársi	6,703	9·62	7,647	8·80
V	Godhra-Rutlam	2,611	3·78	5,502	4·08
X XI XXXIII XXXIV	North Western (state), including— Hyderabad-Shadipalli Rájpura-Bhátinda Jammu and Kashmir	11,476	4·14	12,852	3·78
XII	Oudh and Rohilkhand (state)	12,406	4·42	13,618	3·85
XIII	Eastern Bengal (state)	27,533	4·25	32,273	3·75
XIV	Bengal Central	6 268	13·27	6,561	13·12
XV	Calcutta Port Commissioners'	48,776	4·34	51,989	3·89
XVI	East Coast (state)	*	*	5,027	9·16
XXII VI VII XXVII XXVIII	Great Indian Peninsula, including— Wardha Coal Dhond-Manmád Khámgaon Amráoti	26,048	3·44	24,343	3·85
XXIII	Bombay, Baroda and Central India	32,753	3·69	34,603	3·61
XXIV XXXII	Madras, including— Kolar Gold-fields†	12,518	5·35	12,303	5·48
XXX	The Nizam's Guaranteed State, including— Bezwada extension	‡7,067	‡9·43	9,182	9·01
XXXI	The Gaekwar's Petlád	4,790	3·76	5,219	3·67
	Metre gauge.				
XXXVII	Bengal and North-Western— Tirhoot section Company's section	6,418	8·02	6,775	7·98
XXXIX XL LVII	Rajputana-Malwa, including— Pálanpur-Deesa The Gaekwar's Mehsána	12,950	5·26	14,160	5·01
XLI XLII XLIII LVIII LIX LX	Southern Mahratta, including— Guntakal-Mysore frontier Mysore section Kolhápur Yesvantpur-Mysore frontier Mysore-Nanjangúd	5,171	9·87	5,133	10·17
XLIV LXV LXVII	South Indian, including— Máyavaram-Mutupet† Pondicherry	7,729	7·28	7,559	7·34

* Reliable statistics are not available for 1893.
† Opened for traffic during 1894.
‡ Including the Bezwada-Gódávari section of the East Coast (state) railway.

General charges, percentage on gross earnings (standard and metre gauges)—concld.

Serial number.	Railway.	1893. Gross earnings, excluding steam-boat service, per mean mile worked.	1893. General charges, per cent. on gross earnings, excluding steam-boat service.	1894. Gross earnings, excluding steam-boat service, per mean mile worked.	1894. General charges, per cent. on gross earnings, excluding steam-boat service.
		₹	Per cent.	₹	Per cent.
XLVII	Eastern Bengal (state)—				
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	8,735	5·28	9,325	4·70
	Dacca section				
XLVIII	Burma (state)*	9,235	6·09	8,518	6·41
LI	Deoghur	7,893	6·97	6,143	9·36
LII	Rohilkhund and Kumaon, including—	4,388	11·97	5,136	10·70
XXXVIII	Lucknow-Bareilly section				
LIII	Bengal Dooars	3,587	6·27	5,696	14·76
LIV	Dibru-Sadiya	6,608	15·61	6,862	15·18
LXI	Jodhpore-Bickaneer—				
	Jodhpore section	2,716	4·06	3,373	3·39
	Bickaneer section	1,534	5·52	1,845	4·75
LXII	Bhávnagar-Gondal-Junágarh-Porbandar, including—	5,812	8·19	5,313	9·65
LXIII	Jetalsar-Rájkot				

Compensation.

23. The total expenses, on the standard and metre gauge lines, for compensation for goods lost or damaged, personal injury, or other claims connected with railway working, amounted to ₹2,59,271, being 0·10 per cent. on the gross earnings, against ₹1,57,472 equal to a percentage of 0·07 on gross earnings in 1893.

* Including the statistics of the Mu Valley line, the open portion of which forms a part of the Burma (state) railway system.

CHAPTER IV.

DETAILS OF REVENUE EARNINGS AND EXPENDITURE.

A map showing the several systems of Indian railways corrected up to the 30th September 1895, is inserted at the commencement of the report.

2. The following paragraphs contain a brief general review of the revenue earnings and expenditure of the more important railways during the year 1894 as compared with those of the previous year; further details for each line for the year 1894 are tabulated in Part I of the Administration report and in the appendices to this volume.

East Indian Railway system (standard gauge).

3. The length of line open for traffic on the 31st December 1894, comprising the East Indian railway system, is made up as follows :

	Miles.
East Indian railway proper	1,664·11
Tarkessur railway*	22·23
Delhi-Umballa-Kalka railway*	161·40
Rajputana-Malwa railway—Agra east bank to Agra Fort†	1·00
Eastern Bengal (state) railway—Calcutta to Naihátí‡	23·24
Total	1,871·98

The mean mileage worked during the year 1894 was 1,858·38 miles against 1,818·60 miles worked in the previous year. The increase was principally due to the following openings :

	Miles.	
Sakri branch	4·92	Opened for public traffic on the 1st January 1894.
Toposi colliery extensions—		
Toposi vid Shekhpur to Baraboni	11·28	Opened for coal traffic on the 15th April 1894.
Salanpur branch	4·29	Opened for coal traffic on the 7th September 1894.
Jherriah extension—		
Barákar to Kátrasgárh	33·80	Opened for public traffic on the 20th May 1894. The first 7 miles of the extension were worked for coal traffic from the 1st August 1893.

General results.

The following table shows the general results of the year's working as compared with those of the previous year :

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.§	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay,** including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	1,818·60	10,236,502	5,12,77,086	1,43,71,544‖	3,69,05,542	28·03	542	9·49
1894	1,858·38	10,915,481	5,43,33,171	1,70,15,916	3,73,17,255	31·32	561	9·51
Increase or decrease	+39·78	+678,979	+30,56,085	+26,44,372	+4,11,713	+3·29	+19	+0·02
Percentage of increase or decrease	+2·19	+6·63	+5·96	+18·40	+1·12	...	+3·51	...

* Worked by the East Indian Railway Company.
† Laid on a mixed standard and metre gauge, worked over by the East Indian railway.
‡ Worked over by the East Indian railway.
§ Including contribution to the Provident Fund.
‖ This is after crediting working expenses with ₹10,49,127, added to the net revenue account by a write-back to capital for Denham-Olpherts sleepers, etc., put into the line between January 1880 and December 1892.
** ₹38,90,37,506 in 1893 and ₹39,23,55,011 in 1894. These figures include interest on capital of the Delhi-Umballa-Kalka railway during construction. For details of the capital outlay to the 31st December 1894, *see* Chapter II, paras. 2, 18 and 19, pages 18 to 20, and 33.

The surplus profits for the 1st and 2nd halves of 1893 and 1894 compare as follows :

	1893.		1894.	
	1st-half.	2nd-half.	1st-half.	2nd-half.
	₹	₹	₹	₹
Government share of East Indian railway proper	48,53,686	19,62,812	50,20,330	11,38,739
East Indian Railway Company's share of East Indian railway proper	12,13,422	4,90,703	12,55,082	2,84,685
East Indian Railway Company's share for working the Tarkessur railway	21,868	15,737	22,891	16,176
Total	12,35,290	5,06,440	12,77,973	3,00,861
Tarkessur railway share of net earnings	87,473	62,947	91,563	64,706
Delhi-Umballa-Kalka railway share of net earnings	3,05,998	3,17,226	3,64,458	3,31,055

The decrease in surplus profits to Government and the East Indian Railway Company was due to the low rate of exchange at which the charges for interest and annuity in sterling were converted into rupee currency during the second-half of 1894. The rate in that half-year was 1*s.* 1$\frac{1}{4}$ *d.* against 1*s.*2$\frac{3}{4}$ *d.* to the rupee in the three previous half-years.

The following table shows the gross earnings under main heads as compared with the previous year :

Gross earnings.

	Previous year.	1894.	Increase or decrease.
	₹	₹	₹
Coaching	1,76,28,455	1,81,50,603	+5,22,148
Goods	3,29,70,439	3,53,55,879	+23,85,440
Electric telegraph	85,915	85,278	—637
Steam-boat	1,02,161	1,15,210	+13,049
Sundries	4,90,116	6,26,201	+1,36,085
TOTAL	5,12,77,086	5,43,33,171	+30,56,085

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets,* and the earnings therefrom compare as follows :

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	58,679	5,99,837	189,862	7,72,435	933,531	9,33,522	16,025,413	1,33,47,954	17,207,485	1,56,53,748
1894	61,020	6,14,145	199,135	8,25,398	955,782	10,58,001	16,930,530	1,38,15,687	18,146,467	1,63,13,231
Increase	2,341	14,308	9,273	52,963	22,251	1,24,479	905,117	4,67,733	938,982	6,59,483

The improvement in the intermediate and third classes is ascribed to the larger pilgrim traffic, and to the reduction of intermediate class single journey fares from the 1st October 1894.

The average sum received for carrying a passenger one mile amounted to 2·73 pies being the same as in the previous year.

* Season tickets counted at 40 passengers each.

The coaching earnings per passenger train-mile were R4·09 against R4·03.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the previous year:

	Previous year.		1894.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	2,651,490	2,36,97,408	2,862,348	2,55,24,658	+210,858	+18,27,250
Military stores	8,525	3,88,931	7,185	3,19,873	—1,340	—69,058
Railway materials for construction (Home line only)	175,762	1,58,511	313,923	2,09,892	+138,161	+51,381
Coal and coke for the public and foreign railways	1,920,300	72,79,783	2,144,381	79,51,472	+224,081	+6,71,689
Coal and coke for construction (Home line only)	1,945	7,293	2,593	8,863	+648	+1,570
Coal and coke for revenue only	268,325	8,39,115	294,772	6,70,266	+26,447	—1,68,849
Revenue stores other than coal and coke	375,701	3,85,288	508,530	4,17,357	+132,829	+32,069
Live-stock	3,411	1,24,465	3,839	1,30,100	+428	+5 035
Rents, miscellaneous, etc.	...	1,04,700	...	1,32,874	...	+28,174
TOTAL	5,405,459	3,29,85,494	6,137,571	3,53,65,355	+732,112	+23,79,861
Less—Outstandings irrecoverable	...	15,055	...	9,476	...	—5,579
NET TOTAL	5,405,459	3,29,70,439	6,137,571	3,53,55,879	+732,112	+23,85,440

The noticeable fluctuations of traffic under "General merchandise" are noted below:

	Tons.	R
Increase—		
Cotton raw	6,879	2,55,885
Grain and pulse	210,863	14,53,335
Railway plant and rolling-stock carried for the public and foreign railways	27,194	2,86,733
Decrease—		
Metals	18,673	2,40,816
Oil-seeds	81,003	1,88,317

The increase in raw cotton is said to have occurred chiefly in traffic to Calcutta and Howrah from Cawnpore and stations in the Tundla district and from the North Western (state) and Bombay, Baroda and Central India railways for export to Europe.

The increase in grain and pulse is explained to have been due to larger bookings (1) of wheat, gram and pulse from the North Western (state) and Bombay, Baroda and Central India railways to Behar and the Allahabad and Agra districts for local consumption, (2) of rice from the Burdwan and Birbhoom districts to *viâ* Naihâti for East Bengal, where crops were damaged by floods, and to Howrah from stations in the Burdwan district, and (3) of barley, jawar and bajra, chiefly from Delhi, Háthras and the Bombay, Baroda and Central India railway *viâ* Delhi and Agra Junctions to the North-Western Provinces and Oudh and Upper Behar, where prices of food grains were high.

The increase in railway plant, etc., is attributed to despatches of iron materials from Howrah for the Bina-Guna railway and from the Kidderpore Docks and *viâ* Chitpore for the Bhopal-Ujjain railway.

The decrease in metals is stated to have been chiefly due to larger despatches in 1893 of iron pipes from Howrah for the Benares and Lucknow water works, and of iron slag from Barákar to Sealdah for the Indian Patent Stone Company.

The decrease in oil-seeds is stated to have chiefly occurred in the traffic in linseed, poppy and castor seeds from Bengal and Behar to Calcutta and Howrah, due to deficient crops.

There was also a decrease of R2,39,935 in the earnings from the carriage of sugar, which is explained by the smaller traffic from stations in the Sháhábad

district to the North-Western and Central Provinces, Rajputana and Central India. The quantity carried under this head was, however, more by 12,420 tons, which is attributed to increased despatches of unrefined sugar, jaggree and molasses from *viâ* Aligarh to Agra, Delhi and *viâ* Delhi, as well as from *viâ* Gháziabad to *viâ* Delhi.

The average sum received for carrying a ton of goods one mile amounted to 5·03 piés against 5·28 piés in the previous year.

The goods earnings per goods train-mile were R5·46 against R5·62.

Working expenses.

The following table shows the working expenses of the railway system during 1894 as compared with the previous year:

	Previous year.		1894.		Increase in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	29,66,226	5·79	47,81,942	8·80	18,15,716	+3·01
Locomotive expenses	43,09,391	8·40	43,95,807	8·09	86,416	−0·31
Carriage and wagon expenses	12,24,356	2·39	13,62 095	2·51	1,37,739	+0·12
Traffic expenses	29,47,350	5·75	30,76,344	5·66	128,994	−0·09
General charges	18,66,524	3·64	19,21,615	3·54	55,091	−0·10
Steam-boat service	68,515	0·13	86,613	0·16	18,098	+0·03
Special and miscellaneous expenditure	9,89,182	1·93	13,91,500	2·56	4,02,318	+0·63
TOTAL	1,43,71,544	28·03	1,70,15,916	31·32	26,44,372	+3·29

The increase under the first head is explained to have been principally due to the credit in the previous year of R10,49,127 added to the net revenue account by a write-back to capital for Denham-Olpherts sleepers, etc., put into the line between January 1880 and December 1892. It is also accounted for by the heavier renewals of sleepers, by the extra expenditure on relaying with 85 lbs. instead of 75 lbs. steel rails, by additional ballasting and by the increase in the mileage maintained.

The increase in the "Locomotive expenses" is partly accounted for by the increase in the train-mileage run, and partly by heavy renewals of engines and machinery, and that in the "Carriage and wagon expenses" by a larger number of goods vehicles having been rebuilt during the year.

The increase in the "Traffic expenses" is said to have been mainly due to the opening of the Jherriah and Toposi extensions and to the larger traffic dealt with during the year under review.

The increase in the "Special and miscellaneous expenditure" is chiefly accounted for by the larger payments to foreign railways for hire of vehicles and mileage and demurrage. The fact of the charges for running powers having from 1894 been shown as a separate sub-head instead of the net charges, after deduction of receipts, being included under rent of stations, etc., jointly occupied as was done previously, is also said to have tended to increase the expenditure under this abstract.

Rates and fares.

The principal alterations in the coaching fares and goods rates will be found noted on pages 156 to 158 of Part I of the Administration report.

Bengal-Nágpur Railway (standard gauge).

4. The mean mileage worked during the year was 862·33 miles against 859·76 miles worked during the previous year. The increase was due to the re-chainage of the line.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year .	859·76	1,525,202	64,17,751	31,55,531	32,62,220	49·17	144	3·33
1894 . . .	862·33	1,607,609	66,90,648	34,32,234	32,58,414	51·30	149	3·32
Increase or decrease . .	+2·57	+82,407	+2,72,897	+2,76,703	−3,806	+2·13	+5	−0·01
Percentage of increase or decrease . .	+0·30	+5·40	+4·25	+8·77	−0·12	...	+3·47	...

Gross earnings.

The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1894.	Increase or decrease.
	₹	₹	₹
Coaching	13,34,341	13,21,106	−13,235
Goods	46,08,305	48,09,555	+2,01,250
Electric telegraph	17,345	18,438	+1,093
Sundries	4,57,760	5,41,549	+83,789
TOTAL .	64,17,751	66,90,648	+2,72,897

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom compare as follows:

	First class.		Second class.		Intermediate or third class.		Fourth or lowest class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year .	5,086	25,217	20,971	31,746	33,045	16,610	2,138,256	10,91,691	2,198,258	11,65,264
1894 . .	5,006	32,081	16,570	41,848	42,938	24,769	2,084,084	10,62,571	2,148,598	11,61,269
Increase or decrease .	−80	+6,864	−4,401	+10,102	+8,993	+8,159	−54,172	−29,120	−49,660	−3,995

The decrease in the number of first class passengers carried is stated to have been principally due to a falling off in season tickets between Kamptee and Nágpur, a distance of 9 miles, while the increase in earnings is chiefly attributed to through passengers between Bombay and Calcutta and to the movement of the Worcestershire Regiment from Kamptee to Calcutta.

The decrease in the number of second class passengers is stated to have occurred in season tickets and troops and police, while the increase in earnings is accounted for by passengers having travelled over longer distances. The improvement in the intermediate class traffic is stated to have resulted from the provision of better accommodation.

The decrease in the third class is explained to have been chiefly due to the abnormal traffic of the previous year consequent on the breaking up of the Jagannath fair.

The average sum received for carrying a passenger one mile amounted to 2·10 pies against 2·08 pies in the previous year.

The coaching earnings per passenger train-mile were R2·94 against R3·23.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1894.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	487,390	38,37,115	519,661	41,55,116	+32,271	+3,18,001
Military stores	398	8,516	279	3,354	—119	—5,162
Railway materials for construction (Home line only)	125,197	1,38,983	22,521	30,208	—102,676	—1,08,775
Coal and coke for the public and foreign railways	512,487	4,17,318	519,437	4,21,297	+6,950	+3,979
Coal and coke for construction (Home line only)	6,475	20,071	1,751	9,189	—5,324	—10,882
Coal and coke for revenue only	35,701	1,17,602	34,818	1,23,379	—883	+5,777
Revenue stores other than coal and coke	74,928	52,241	109,513	66,321	+34,585	+14,080
Live-stock	65	2,179	34	720	—31	—1,459
Rents, miscellaneous, etc.	...	15,403	...	328	...	—15,075
TOTAL	1,242,641	46,09,428	1,207,414	48,09,912	—35,227	+2,00,484
Less—Outstanding irrecoverable	...	1,123	...	357	...	—766
NET TOTAL	1,242,641	46,08,305	1,207,414	48,09,555	—35,227	+2,01,250

The noticeable fluctuations of traffic under "General merchandise" are noted below:

	Tons.	
Increase—		
Grain and pulse	20,270	2,08,815
Provisions	2,682	34,539
Railway plant and rolling-stock carried for the public and foreign railways	5,872	32,649
Decrease—		
Oils	1,416	34,996
Oil-seeds	13,676	40,353

The increase in grain and pulse is explained to have been principally due to heavy despatches of wheat from the Katni branch and the Chhattisgarh district and of rice from stations between Párághát and Sambalpur towards Bundelkhand, Saugor and Damoh *vid* Katni where scarcity prevailed, as also to larger despatches of grain and pulse from the Katni branch and stations between Nágpur and Biláspur.

The increase in provisions is said to have been mainly due to the improvement in the traffic in ghee, cocoanuts and potatoes, and that in railway plant to considerable despatches of wooden sleepers from timber-loading stations on the line to the East Indian, Eastern Bengal (state) and Assam-Bengal railways.

The decrease in oils is attributed to the larger import of kerosine oil from Bombay instead of from Calcutta, and that in oil-seeds to the depletion of stocks.

The average sum received for carrying a ton of goods one mile amounted to 6·50 pies against 7·21 pies in the previous year.

The goods earnings per goods train-mile were ₹4·15 against ₹4·14.

The following table shows the working expenses of the railway during 1894 as compared with the previous year :

Working expenses.

	Previous year.		1894.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	9,20,411	14·34	11,15,197	16·67	+1,94,786	+2·33
Locomotive expenses	8,25,316	12·86	8,38,208	12·53	+ 12,892	—0·33
Carriage and wagon expenses	2,32,271	3·62	2,02,891	3·03	— 29,386	—0·59
Traffic expenses	4,77,657	7·44	5,01,645	7·50	+ 23,988	+0·06
General charges	6,16,123	9·60	6,29,483	9·41	+ 13,360	—0 19
Special and miscellaneons expenditure	83,753	1·31	1,44,810	2·16	+ 61,057	+0·85
TOTAL	31,55,531	49·17	34,32,234	51·30	+2,76,703	+2·13

The increase under the first head is stated to have been mainly due to the relaying of 8 miles of permanent-way on the Katni-Umaria section. The increased expenditure is also partly accounted for by the payment of arrears of exchange compensation allowances.

The decrease in the "Carriage and wagon expenses" is explained by the fact that during the previous year an abnormal expenditure was incurred in the renewal of bearing springs and axle boxes; while the increase in the "Special and miscellaneous expenditure" is principally accounted for by the inclusion of an abnormal item of ₹54,882 for commission and stamp duty on debentures in the year's accounts.

The principal alterations in coaching fares and goods rates, will be found noted on pages 156 and 158 of Part I of the Administration report.

Rates and fares.

Indian Midland Railway system (standard gauge).

5. The mileage of the railway system is made up as follows:

	Miles.
Indian Midland railway proper	677·35
Bhopal-Itársi railway, worked by the Indian Midland Railway Company	57·11
	734·46

The following table shows the general results of the year's working as compared with those of the previous year :

General results.

	Mean mileage worked.*	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay including suspense.
	Miles	Miles.	₹	₹	₹		₹	
Previous year	753·78	1,456,906	50,52,450	31,69,078	18,83,372	62·72	129	2·00
1894	753·78	1,553,931	57,63,886	33,55,491	24,08,395	58·22	147	2·54
Increase or decrease	...	+97,025	+7,11,436	+1,86,413	+5,25,023	—4·50	+18	+0·54
Per centage of increase	...	6·66	14·08	5·88	27·88	...	13·95	...

* Including 19·32 miles of foreign lines worked over, the details of which will be found in Chapter IV, paragraph 5, page 85 of Part II of the Administration report for 1893-94.

Gross earnings. The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year	1894.	Increase or decrease.
	₹	₹	₹
Coaching	20,69,217	20,82,077	+12,860
Goods	27,53,420	35,50,228	+7,96,808
Electric telegraph	15,913	18,543	+2,630
Sundries	2,13,900	1,13,038	—1,00,862
TOTAL	50,52,450	57,63,886	+7,11,436

Coaching.—The number of passengers of the various classes carried including troops and police, and the earnings therefrom compare as follows:

	First class.		Second class.		Third class, mail.		Third class, ordinary.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	10,422	92,448	33,302	1,15,182	416,959	5,01,710	1,301,942	10,74,140	1,762,625	17,83,480
1894	11,305	97,220	36,933	1,29,122	428,355	5,01,183	1,251,028	10,60,412	1,727,621	17,87,937
Increase or decrease	+883	+4,772	+3,631	+13,940	+11,396	—527	—50,914	—13,728	—35,004	+4,457

The increase in the earnings from first and second class passengers is stated to be entirely due to the larger number of troops carried, and the decrease in the earnings from third class passengers is attributed to the general distress which prevailed in the districts served by the railway.

The average sum received for carrying a passenger one mile amounted to 2·88 pies against 2·87 pies in the previous year.

The coaching earnings per passenger train-mile were ₹3·00 against 3·04.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1894.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	345,363	25,68,102	457,925	33,36,772	+112,562	+7,68,670
Military stores	918	14,451	781	13,860	—137	—591
Railway materials for construction (Home line only)	8,923	20,870	22,999	10,112	+14,076	—10,758
Coal and coke for the public and foreign railways	3,960	8,864	2,849	11,227	—1,111	+2,363
Coal and coke for construction (Home line only)	83	194	188	432	+105	+238
Coal and coke for revenue only	36,702	91,500	47,042	1,13,257	+10,340	+21,757
Revenue stores other than coal and coke	162,510	37,063	133,587	35,040	—28,923	—2,023
Live-stock	239	7,564	181	4,668	—58	—2,896
Rents, miscellaneous, etc.	...	4,812	...	24,860	...	+20,048
TOTAL	558,698	27,53,420	665,552	35,50,228	+106,854	+7,96,808

The principal fluctuations of traffic under "General merchandise" were—

	Tons.	₹
Increase—		
Grain and pulse	78,464	6,82,633
Railway plant and rolling-stock carried for the public and foreign railways	42,225	2,32,475
Decrease—		
Cotton, raw	2,852	38,593
Cotton, manufactured	3,282	78,395
Oil-seeds	19,653	1,52,911

The increase in the traffic in grain and pulse, the bulk of which was in wheat, is explained to have been due to the failure of crops in certain districts in the Central Provinces and to a partial failure in Bhopal, Gwalior and Bundelkhund. To meet the distress in these districts large quantities of grain were moved from other districts on the line where the crops had not suffered. Food-grains were also imported from the Punjab where the harvest had been exceptionally good.

The increase in the traffic in railway plant, etc., is stated to have been due to large consignments of permanent-way and bridge material having been carried for the Bína-Guna and Bhopal-Ujjain railways.

The decrease in raw cotton is attributed to a poor crop and small export demand, and that in manufactured cotton to distress in the districts served by the railway.

The decrease in oil-seeds is accounted for by the dullness in the export market and by the abnormal demand for mustard seed in the previous year.

The average sum received for carrying a ton of goods one mile amounted to 6·72 pies against 6·76 pies in the previous year.

The goods earnings per goods train-mile were ₹4·12 against ₹3·55.

Working expenses.

The following table shows the working expenses of the railway system during 1894 as compared with the previous year:

	Previous year.		1894.		Increase or decrease in amount.	Decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works, and stations	7,34,854	14·54	8,32,636	14·45	+97,782	0·09
Locomotive expenses	9,70,161	19·20	10,07,224	17·47	+37,063	1·73
Carriage and wagon expenses	2,42,484	4·80	2,46,122	4·27	+3,638	0·53
Traffic expenses	4,63,894	9·18	4,90,848	8·52	+26,954	0·66
General charges	4,85,900	9·62	5,07,122	8·80	+21,222	0·82
Special and miscellaneous expenditure	2,71,785	5·38	2,71,539	4·71	—246	0·67
Total	31,69,078	62·72	33,55,491	58·22	+1,86,413	4·50

The increase in the working expenses is explained to have been chiefly due to extraordinary renewals of permanent-way on the Sindia section and on the Bhopal-Itársi railway, to increased train-mileage run, to heavy movements of coal to the different depôts, to increased cost of station and train staff consequent on the increased traffic, and to the payment of exchange compensation allowances.

Rates and fares.

The principal alterations in the goods rates will be found noted on page 158, Part I, of the Administration report.

North Western (state) Railway system (standard gauge).

6. The open mileage of the railway system was as follows:

	Miles.
Commercial section—(Main line and branches)	1,765·76*
Military section—(Sind-Pishin and Sind-Sagar railways, including the Khusálgarh branch)	846·55
Total	2,612·31

The mileage of the commercial section includes 107·94 miles of the Rájpura-Bhátinda railway, 58·91 miles of the Hyderabad-Shadipalli railway

* Including 6·13 miles of military line (Meean Meer chord, and Ferozepore Cantonment to Hussainiwala) not intended to be used for ordinary traffic.

worked by, and 15·92 miles of the Jammu and Kashmir railway (Native state section) leased to, the North Western (state) railway.

The mean mileage worked during the year, which includes 13 miles of the East Indian railway between Gháziabad and Delhi worked over by the North Western (state) railway, was 2,618·47 miles against 2,616·05 miles worked in the previous year. The increase was principally due to the substitution of portions of line on improved grades between Jhelum and Ráwalpindi for those previously in use.

General results.

The following table shows the general results of the year's working for the entire system as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week excluding steam-boat.	Percentage of net earnings on total capital* outlay including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year .	2,616·05	9,007,665	3,00,83,896	1,99,47,493	1,01,36,403	66·31	221	2·31
1894 . .	2,618·47	9,504,228	3,37,18,351	2,02,72,989	1,34,45,362	60·13	247	3·05
Increase or decrease . .	+2·42	+496,563	+36,34,455	+3,25,496	+33,08,959	—6·18	+27	+0·74
Percentage of increase . .	0·09	5·51	12·08	1·63	32·64	...	12·22	...

The figures relating to the three sections, *viz.*, the main line and branches, the Sind-Sagar and Khusálgarh branches, and the Sind-Pishin section for 1893 and 1894 are given below:

	COMMERCIAL SECTION.		MILITARY SECTION.				TOTAL.	
	MAIN LINE AND BRANCHES.		SIND-SAGAR AND KHUSÁLGARH BRANCHES.		SIND-PISHIN SECTION.			
	Previous year.	1894.	Previous year.	1894.	Previous year.	1894.	Previous year.	1894.
	₹	₹	₹	₹	₹	₹	₹	₹
Gross earnings .	2,69,26,036	3,03,87,789	14,68,966	17,66,325	16,88,894	15,64,237	3,00,83,896	3,37,18,351
Working expenses	1,61,95,144	1,61,78,190	15,43,345	15,06,710	22,09,004	25,88,083	1,99,47,493	2,02,72,989
Net earnings	1,07,30,892	1,42,09,599	—74,379	2,59,609	—5,20,110	—10,23,846	1,01,36,403	1,34,45,362

The gross earnings of the commercial section were better by ₹34,61,753, due chiefly to an increase in the goods traffic, and as the working expenses were less by ₹16,954 the net earnings showed an improvement of ₹34,78,707 and yielded a return of 4·46 per cent. on the total capital outlay including suspense.

As the gross earnings of the Sind-Sagar and Khusálgarh branches were more by ₹2,97,359 and the working expenses less by ₹36,629, net earnings amounting to ₹2,59,609 were realized from the working of the branches during 1894, against a loss on working of ₹74,379 during the previous year. The net earnings during 1894 yielded a return of 0·75 per cent. on the capital outlay on final heads.

The Sind-Pishin section continues to be worked at a loss. The gross earnings were less by ₹1,24,657 and as the working expenses were more by ₹3,79,079, due chiefly to the heavy expenditure of ₹3,13,412 on flood works,

* ₹43,80,89,260 for 1893 and ₹44,10,69,538 for 1894. The outlay for both years includes expenditure on gradient improvement works on the North Western (state) railway. For details of the capital outlay to the 31st December 1894, see Chapter II, paras. 8, 9, 25, and 26, pages 22 to 25, and 35.

the loss on working during 1894 amounted to ₹10,23,846 against a loss of ₹5,20,110 in the previous year.

Gross earnings.

The following table shows the gross earnings of the entire system under main heads as compared with the previous year:

	Previous year.	1894.	Increase.
	₹	₹	₹
Coaching	99,55,629	1,03,77,374	4,21,745
Goods	1,95,26,257	2,23,81,209	28,54,952
Electric telegraph	74,752	79,190	4,438
Steam-boat	61,061	66,117	5,056
Sundries	4,66,197	8,14,461	3,48,264
TOTAL	3,00,83,896	3,37,18,351	36,34,455

The following table shows certain results of the years working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Average number of trains over the whole line daily in both directions.	PER TRAIN-MILE.			Average number of passengers in a passenger train.	Average weight of goods in a goods train.
				Gross earnings.	Working expenses.	Net earnings.		
	Miles.	Miles.	No.	₹	₹	₹	No.	Tons.
Previous year	2,616·05	9,007,665	9·43	3·34	2·21	1·13	188·61	122·00
1894	2,618·47	9,504,228	9·94	3·55	2·14	1·41	197·59	131·75
Increase or decrease	+2·42	+496,563	+0·51	+0·21	—0·07	+0·28	+8·98	+9·75

Coaching.—The number of passengers* of the various classes carried on the entire system, including troops and police, and the earnings therefrom compare as follows:

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	44,279	3,08,519	143,495	4,33,947	519,992	5,47,219	11,706,258	73,67,916	12,414,024	86,57,601
1894	50,235	3,56,881	152,967	4,34,059	533,975	5,72,366	12,758,278	76,00,090	13,495,455	89,63,396
Increase	5,956	48,362	9,472	112	13,983	25,147	1,052,020	2,32,174	1,081,431	3,05,795

The increase in the first class passenger traffic is chiefly attributed to the Viceregal Darbar held at Lahore in November 1894 and that in the third class to ordinary development. The improvement in the latter class is also in some measure explained to have been due to the reduction in fare referred to on pages 156 and 157 of Part I of the Administration report for 1894-95 and to the Fair held at Thánesar. The intermediate class traffic has shown steady improvement year by year since 1886.

The average sum received for carrying a passenger one mile amounted to 2·48 pies against 2·60 pies in the previous year.

The coaching earnings per passenger train-mile were ₹2·96 against ₹2·93.

* Number of passengers shown counts through traffic over the North Western (state) railway and branches worked twice over.

The other items of coaching traffic are compared in the following table:

	Military baggage, horses, carriages, etc.	Passengers' luggage.	Carriages, horses, dogs, etc.	Parcels.	Special trains.
	₹	₹	₹	₹	₹
Previous year . . .	2,84,204	2,21,783	1,49,860	4,44,948	22,224
1894	2,54,690	2,37,067	2,10,413	5,00,061	34,723
Increase or decrease . .	—29,514	+15,284	+60,553	+55,113	+12,499

Goods.—The following is a summary of the tonnage* of goods lifted on the entire system and the earnings therefrom as compared with those of the previous year:

	Previous year.		1894.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise . . .	1,995,177	1,68,41,168	2,486,329	1,96,63,538	+491,152	+28,22,370
Military stores	32,306	6,39,440	28,941	5,86,635	—3,365	—52,805
Railway materials for construction (Home line only) . . .	772,931	3,39,823	1,039,210	3,26,126	+266,279	—13,697
Coal and coke for the public and foreign railways	27,186	90,697	23,791	63,926	—3,395	—26,771
Coal and coke for construction (Home line only)	9,185	30,110	8,032	24,026	—1,153	—6,084
Coal and coke for revenue only .	159,702	3,49,598	167,266	3,97,253	+7,564	+47,655
Revenue stores other than coal and coke	2,130,272	11,09,807	3,085,134	11,92,347	+954,862	+82,540
Live-stock	2,737	70,837	2,898	79,925	+161	+9,088
Rents, miscellaneous, etc. . .	...	54,777	...	47,433	...	—7,344
TOTAL .	5,129,496	1,95,26,257	6,841,601	2,23,81,209	+1,712,105	+28,54,952

The noticeable increases under "General merchandise" were 367,460 tons and ₹22,76,460 in the traffic in grain and pulse, 28,311 tons and ₹2,34,584 in sugar, and 2,602 tons and ₹96,823 in raw wool.

The increase in grain and pulse is stated to have been due to large bookings to Kurrachee and to the Oudh and Rohilkhand (state) railway *viâ* Saháranpur chiefly from stations on the Rájpura-Bhátinda and the Bombay, Baroda and Central India railways *viâ* Bhátinda, Ludhiána, Ferozepore and Mooltan.

The increase in sugar is stated to have principally occurred in the outwards traffic of Muzaffarnagar, from which station 10,712 tons were booked with earnings of ₹1,50,996.

The increase in raw wool is explained to have been due to increased exports from the chief stations in the Punjab, Sind and Beluchistan to Kurrachee.

The average sum received for carrying a ton of goods one mile amounted to 5·44 pies against 5·48 pies in the previous year.

The goods earnings per goods train-mile were ₹3·73 against ₹3·48.

Sundries.—The increase in the sundry earnings is stated to have for the most part been derived from the mileage and demurrage of vehicles over foreign railways.

* Tonnage shown counts through traffic over the North Western (state) railway and branches worked twice over.

Working expenses.

The following statement shows the working expenses of the railway system during 1894 as compared with the previous year:

	Previous year.		1894.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	£		£		£	
Maintenance of way, works and stations	71,14,158	23·65	67,84,814	20·12	−3,29,344	−3·53
Locomotive expenses	67,39,011	22·40	70,40,172	20·88	+3,01,161	−1·52
Carriage and wagon expenses	18,62,952	6·19	21,74,263	6·45	+3,11,311	+0·26
Traffic expenses	25,93,701	8·62	25,65,347	7·60	−28,354	−1·01
General charges	12,44,176	4·14	12,71,342	3·77	+27,166	−0·37
Steam-boat expenses	70,388	0·23	84,620	0·26	+14,232	+0·02
Special and miscellaneous expenses	3,23,107	1·08	3,52,431	1·05	+29,324	−0·03
TOTAL	1,99,47,493	66·31	2,02,72,989	60·13	+3,25,496	+6·18

The decrease under the first head, notwithstanding the expenditure during the year of ₹10,81,403 on the restoration of flood damages and of ₹3,77,417 on the strengthening of weak girder bridges, is explained to have been principally due to less outlay on renewals of permanent-way, and to credits on account of the value of stores returned to stock.

The increase in the "Locomotive expenses" is stated to have been chiefly due to the increase in the train-mileage run, and that in the "Carriage and wagon expenses" to a larger number of vehicles having been repaired during the year.

Out-agencies.

Out-agencies were open during the year at Murree, Baramula, Srinagar, Dehra, Rájpur, Kálsi, Mussoorie, Chakrátá, Kángra, Pálampur, Dharmsála, Dalhousie, Bakloh and Hoshiárpur. Additional Out-agencies were also opened at Abbotabad and Haripur from the 1st June 1894.

Through booking to and from Europe.

Particulars regarding the through booking of traffic to and from Europe will be found on page 123, Part I of the Administration report.

Rates and fares.

The principal alterations in passenger fares will be found noted on pages 156 and 157 of Part I of the Administration report.

Oudh and Rohilkhand (state) Railway system (standard gauge).

7. The open mileage of the railway system, which includes the lines from Lucknow to Rae Bareli and from Bareilly *vid* Rámpur to Moradabad, on the 31st December 1894, was 796·64 miles.

The mean mileage worked during the year was 772·60 miles against 702·53 miles worked in the previous year. The increase was due to the opening of the Bareilly-Rampur-Moradabad section, 55·53 miles, on the 8th June 1894, and to the Lucknow-Rae Bareli section, 48·56 miles, which was opened on the 16th October 1893, having been worked throughout the year under review.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay,* including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	702·53	2,630,598	87,15,927	36,98,874	50,17,053	42·44	239	5·28
1894	772·60	3,061,553	1,05,18,836	47,82,697	57,36,139	45·47	262	5·58
Increase	70·07	430,955	18,02,909	10,83,823	7,19,086	3·03	23	0·30
Percentage of increase	9·97	16·38	20·69	29·30	14·33	...	9·62	...

* ₹9,50,64,314 for 1893 and ₹10,28,79,319 for 1894.—For details of the capital outlay to the 31st December 1894, see Chapter II, paragraph 10, pages 25 and 26.

Gross earnings.

The following table shows the gross earnings under the main heads as compared with the previous year:

	Previous year.	1894.	Increase or decrease.
	₹	₹	₹
Coaching	39,08,783	39,41,317	+32,534
Goods	44,53,397	63,49,657	+18,96,260
Electric telegraph	26,747	30,484	+3,737
Sundries	3,27,000	1,97,378	−1,29,622
TOTAL	87,15,927	1,05,18,836	+18,02,909

Coaching.—The number of passengers of the various classes carried, including troops and police and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	20,637	1,11,488	63,828	1,50,612	119,969	1,15,135	5,458,057	31,85,250	5,662,491	35,62,485
1894	22,029	1,11,874	66,534	1,47,431	128,774	1,16,739	5,853,231	32,11,242	6,070,568	35,87,286
Increase or decrease	+1,392	+386	+2,706	−3,181	+8,805	+1,604	+395,174	+25,992	+408,077	+24,801

The increase in the number of passengers carried is mainly attributed to the opening of the Bareilly-Rampur-Moradabad and the Lucknow-Rae Bareli sections and to the development of third class traffic on the Cawnpore branch.

The comparatively small improvement in earnings was consequent on the short average distance travelled.

The average sum received for carrying a passenger one mile amounted to 2·68 pies against 2·70 pies in the previous year.

The coaching earnings per passenger train-mile were R3·30 against R3·31.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1894.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	810,359	37,33,769	1,117,384	57,29,017	+307,025	+19,95,248
Military stores	3,244	38,900	3,066	32,322	−178	−6,578
Railway materials for construction (Home line only)	210,444	3,43,897	163,887	2,08,952	−46,557	−1,34,945
Coal and coke for the public and foreign railways	23,969	85,894	23,957	76,211	−12	−9,683
Coal and coke for revenue only	40,765	1,39,100	52,795	1,76,916	+12,030	+37,816
Revenue stores other than coal and coke	317,347	88,748	336,580	98,821	+19,233	+10,073
Live-stock	336	9,057	211	4,740	−125	−4,317
Rent, miscellaneous, &c.	...	14,032	...	22,682	...	+8,646
TOTAL	1,406,464	44,53,397	1,697,880	63,49,661	+291,416	+18,96,264
Less—Outstandings irrecoverable	...	...	...	4	...	+4
NET TOTAL	1,406,464	44,53,397	1,697,880	63,49,657	+291,416	+18,96,260

The principal fluctuations under "General merchandise" were increases of 262,267 tons and R19,20,808 and 56,726 tons and R1,26,084 in the traffic in grain and pulse and sugar respectively, and a decrease of 31,109 tons and of R1,01,971 in oil-seeds.

The increase in grain and pulse is explained to have been due to the heavy import traffic in wheat, gram and other grains chiefly from the Punjab, while that in sugar is accounted for by the brisk demand for export in the early part of 1894 owing to the unfavourable sugar-cane crop of 1892 having been followed by an unusually favourable crop in 1893.

The decrease in oil-seeds is attributed to a falling-off in the export of linseed and mustard seed to Europe.

The decrease under "Railway materials for construction" is attributed to the cessation of construction work on the Lucknow-Rae Bareli section.

The average sum received for carrying a ton of goods one mile amounted to 5·68 pies against 5·42 pies in the previous year.

The goods earnings per goods train-mile were R3·40 against R3·08.

Working expenses.

The following table shows the working expenses of the railway system during the year 1894 as compared with the previous year:

	Previous year.		1894.		Increase in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	11,02,120	12·65	14,64,921	13·93	3,62,801	+1·28
Locomotive expenses	10,95,796	12·57	13,24,815	12·60	2,29,019	+0·03
Carriage and wagon expenses	3,41,834	3·92	6,16,564	5·86	2,74,730	+1·94
Traffic expenses	6,88,894	7·90	7,64,441	7·27	75,547	−0·63
General charges	3,85,417	4·42	4,05,449	3·85	20,032	−0·57
Special and miscellaneous expenditure	84,813	0·98	2,06,507	1·96	1,21,694	+0·98
Total	36,98,874	42·44	47,82,697	45·47	10,83,823	+3·03

The increase under the first head is explained to have been chiefly due to extensive renewals of rails during 1894, this work having been somewhat restricted in the previous year owing to the late arrival of material from England. The increase is also accounted for by the heavy expenditure incurred during the year under review in restoring communication at the breach at the Gurrah river.

The increase in the "Locomotive expenses" is stated to have been principally due to the increase in the train-mileage run, and that in the "Carriage and wagon expenses" to the larger outlay on repairs and renewals of vehicles.

The increase in the "Traffic expenses" is explained to have been principally due to the increase in the mean mileage worked and to the heavy import traffic of the year in grain and pulse. In consequence of this traffic large payments were made on account of mileage and demurrage of foreign stock, which, for the most part, is said to account for the increase in the "Special and miscellaneous expenditure."

Rates and fares.

The principal alteration in the passenger fares will be found noted on page 157, Part I of the Administration report.

Eastern Bengal (state) Railway system (standard, metre and special gauges).

8. The railway system consists of—

	Miles.	Miles.
Eastern Bengal railway—Eastern and Southern sections (*standard gauge*)	248·49	
Northern, Behar, and Bársoi-Kissengunge sections (*metre gauge*)	441·52	
Dacca section (*metre gauge*)	85·92	
Kaunia-Dharlla branch (*2′ 6″ gauge*)	37·03	
		812·96
Bengal Central railway* (*standard gauge*)		125·01
		937·97

The mean mileage worked during the year was 937·81 miles, against 904·47 miles worked during the previous year. The increase was due to the Bársoi-Kissengunge branch, 35·54 miles, which was opened for passenger traffic on the 10th December 1893 having been worked throughout the year under review.

General results.

The following table shows the general results of the year's working, as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week excluding steam-boat.	Percentage of net earning on total capital outlay† including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year .	904·47	3,398,941	1,28,34,676	58,84,546	69,50,130	45·85	265	6·01
1894 . .	937·81	3,611,247	1,48,35,905	61,61,853	86,74,052	41·53	288	7·46
Increase or decrease .	+33·34	+212,306	+20,01,229	+2,77,307	+17,23,922	−4·32	+23	+1·45
Percentage of increase .	3·69	6·25	15·59	4·71	24·80	...	9·06	...

Gross earnings.

The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1894.	Increase.
	₹	₹	₹
Coaching	48,46,466	53,33,163	4,86,697
Goods	71,04,035	82,22,677	11,18,642
Electric telegraph	35,707	38,793	3,086
Steam-boat	5,63,117	7,37,810	1,74,693
Sundries	2,85,351	5,03,462	2,18,111
TOTAL	1,28,34,676	1,48,35,905	20,01,229

* Worked by the Eastern Bengal (state) railway.

† ₹11,57,34,484 for 1893 and ₹11,63,12,494 for 1894. Details of the capital outlay to the 31st December 1894 will be found in Chapter II, paragraphs 11 and 12, pages 26 to 29.

Coaching.—The number of passengers * of the various classes carried, including troops and police and season tickets, and the earnings therefrom compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	50,358	1,57,516	169,073	1,89,799	1,263,985	5,39,676	9,331,229	34,70,685	10,814,645	43,57,676
1894 . .	53,847	1,77,420	167,263	1,98,254	949,810	4,81,444	10,473,988	39,80,326	11,644,908	48,37,444
Increase or decrease .	+3,489	+19,904	—1,810	+8,455	—314,175	—58,232	+1,142,759	+5,09,641	+830,263	+4,79,768

The increase in earnings from first, second and third class passengers is ascribed chiefly to the large number of pilgrims who travelled on the occasion of the *Barunee mela* and the lunar and solar eclipses during the year under review, to improvement in suburban traffic, and to the development of traffic on the opening of the Bengal Dooars and Cooch Behar railways. The decrease in the intermediate class is accounted for by a falling off in short distance traffic.

The average sum received for carrying a passenger one mile amounted to 2·73 pies against 2·75 pies in 1893.

The coaching earnings per passenger train-mile were R3·06 against R2·83.

Goods.—The following is a summary of the tonnage† of goods lifted and the earnings therefrom, as compared with the previous year:

	Previous year.		1894.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise . . .	1,124,769	67,46,006	1,273,536	78,44,698	+148,767	+10,98,692
Military stores . . .	1,040	2,982	935	3,259	—105	+277
Railway materials for construction (Home line only)	58,250	54,227	23,842	27,225	—34,408	—27,002
Coal and coke for the public and foreign railways	345,106	1,44,658	376,167	1,56,739	+31,061	+12,081
Coal and coke for revenue only .	53,652	57,557	61,194	81,001	+7,542	+23,444
Revenue stores other than coal and coke	43,570	50,646	59,399	59,709	+15,829	+9,063
Live-stock	88	1,498	139	2,721	+51	+1,223
Rents, miscellaneous, etc. . .	...	46,461	...	47,561	...	+1,100
Total .	1,626,475	71,04,035	1,795,212	82,22,913	+168,737	+11,18,878
Less—Outstandings irrecoverable .	...	...	...	236	...	+236
Net Total .	1,626,475	71,04,035	1,795,212	82,22,677	+168,737	+11,18,642

The principal increases in the traffic in "General merchandise" on the Eastern Bengal (state) railway proper are noted below:

	Tons.	₹
Grain and pulse	18,728	57,731
Jute	117,636	7,91,620
Spices	11,625	1,34,395
Sugar	5,318	52,263
Tea	5,382	81,505

* Number of passengers shown counts through traffic over the Eastern Bengal (state) and Bengal Central railways twice over.

† Tonnage shown counts through traffic over the Eastern Bengal (state) and Bengal Central railways twice over.

The increase in grain and pulse is stated to have been due to large despatches from Ruthtollah, Armenian Ghat, Chitpore, and from stations on the Northern and Behar sections, to meet the demand in the Eastern district, where scarcity prevailed; and that in jute to an abnormally large crop.

The increase under spices is partly accounted for by large despatches from Calcutta and Chitpore, and partly to the classification of pepper, ginger, etc., under this head instead of under "All other articles of merchandise" as formerly.

The increase in sugar is said to have been due to heavy despatches from Calcutta, Krishnaganj Bazar, Alamdanga, and that in tea to large consignments having been forwarded from Cachar and Assam, *vid* Goalundo, and from the Bengal Dooars railway, to Calcutta and the Calcutta Port Commissioners' railway.

The traffic in "General merchandise" on the Bengal Central railway showed an increase of 4,227 tons and ₹21,745.

The average sum received for carrying a ton of goods one mile amounted to 9·11 pies against 9·30 pies in the previous year.

The goods earnings per goods train-mile were ₹4·41 against ₹4·21.

Working expenses.

The following table shows the working expenses of the railway system during 1894 as compared with the previous year:

	Previous year.		1894.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	14,03,728	10·94	13,56,594	9·14	−47,134	−1·80
Locomotive expenses	13,22,131	10·30	13,47,274	9·08	+25,143	−1·22
Carriage and wagon expenses	5,27,660	4·41	5,78,335	3·90	+50,675	−0·21
Traffic expenses	12,92,923	10·07	13,75,845	9·27	+82,922	−0·80
General charges	6,40,134	4·99	6,55,492	4·42	+15,358	−0·57
Steam-boat service	5,90,984	4·61	5,85,660	3·95	−5,324	−0·66
Special and miscellaneous expenditure	1,06,986	0·83	2,62,653	1·77	+1,55,667	+0·94
TOTAL	58,84,546	45·85	61,61,853	41·53	+2,77,307	−4·32

The decrease under the first head is explained to have been due to the larger credit received during the year for permanent-way materials returned to stock, and to less expenditure having been incurred on repairs of bridges and stations and buildings.

The increases in the "Locomotive" and "Carriage and wagon" expenses are said to have been mainly due to heavy repairs to engines and renewals of third class carriages, while that in the "Traffic expenses" is accounted for by the large handling charges paid during the year owing to the increase in the goods traffic.

The increase in the "Special and miscellaneous expenditure" is partly attributed to a write-back on account of arrear freight on coal charged by the East Indian railway, and partly to the settlement of arrear claims for compensation, and to the large number of vehicles hired from the East Indian railway to meet heavy goods traffic.

Rates and fares.

The principal alterations in coaching fares and goods rates will be found noted on pages 157 and 158 of Part I of the Administration report.

Calcutta Port Commissioners' Railway (standard gauge).

9. The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.*	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year .	6·22	...	3,03,387	1,86,860	1,16,527	61·59	938	1·98
1894 . . .	6·22	...	3,23,373	1,85,318	1,38,055	57.31	1,000	2·35
Increase or decrease	...	...	+19,986	—1,542	+21,528	—4·28	+62	+0·37
Percentage of increase or decrease	...	...	+6·59	—0·83	+18·47	...	+6·61	...

There are only two sources of revenue, *viz.*, goods and sundries, the earnings obtained from which are shown in the following table:

Gross earnings.

	Previous year.	1894.	Increase or decrease.
	₹	₹	₹
Goods	2,82,207	3,02,579	+20,372
Sundries	21,180	20,794	—386
TOTAL .	3,03,387	3,23,373	+19,986

The following table shows the working expenses of the railway during 1894 as compared with the previous year:

Working expenses.

	Previous year.		1894.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	29,133	9·60	21,379	6·61	—7,754	—2·99
Locomotive expenses . .	25,294	8·34	27,169	8·40	+1,875	+0·06
Carriage and wagon expenses .	12,750	4·20	9,822	3·04	—2,928	—1·16
Traffic expenses . . .	99,665	32·85	1,04,578	32·34	+4,913	—0·51
General charges . . .	13,171	4·34	12,589	3·89	—582	—0·45
Special and miscellaneous expenditure	6,847	2·26	9,781	3·03	+2,934	+0·77
TOTAL .	1,86,860	61·59	1,85,318	57·31	—1,542	—4·28

The decrease under the first head is explained to have been due to greater economy having been observed in the maintenance of permanent-way, and that under "Carriage and wagon expenses" to smaller outlay on repairs and renewals of goods vehicles.

The increase under "Traffic expenses" is accounted for by the larger traffic dealt with, and that under "Special and miscellaneous expenditure" by the payment of arrears on account of mileage and demurrage of foreign wagons.

The principal alterations in the goods rates are referred to on page 158, Part I of the Administration report.

Rates and fares.

* No record of train-mileage is kept.

East Coast (state) Railway (standard gauge).

10. The Godávari-Vizianagram section of the East Coast (state) railway including the Cocanada and Vizagapatam branches, a length of 172·50 miles, has, since its opening on the 15th July 1893, been worked by state agency. On the 1st January 1894, the working of the Bezwada-Godávari section, 89·08 miles, which was opened for traffic on the 20th February 1893, was taken over by the State from the Nizam's Guaranteed State Railways Company.

The following additions were made to the open mileage of the railway during 1894:

Vizianagram to Parlákimedi Road, 55·25 miles, opened for public traffic on the 20th July 1894.

Parlákimedi Road to Palasa, 32·37 miles, opened for goods traffic on the 17th December 1894.

Vizagapatam swamp line, 2·57 miles, opened for goods traffic on the 1st October 1894.

The open mileage of the railway on the 31st December 1894 was thus brought up to 351·77 miles.*

For the purposes of this review the transactions of the Bezwada-Godávari section during 1893 have been included with those of the Godávari-Vizianagram section.

The mean mileage worked during the year 1894 was 286·61 miles against 159·13 miles worked in the previous year.

The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expense on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including suspense, on open line.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year .	159·13	231,783	4,98,660	3,44,927	1,53,733	69·17	59	0·49
1894 . . .	286·61	522,529	14,80,678	13,29,757	1,50,921	89·81	98	0·45
Increase or decrease . .	+127·48	+290,74	+9,82,018	+9,84,830	—2,812	+20·64	+39	—0·04
Percentage of increase or decrease . .	+80·11	+125·44	+196·93	+285·52	—1·83	...	66·10	...

The increases in the earnings and working expenses are stated to have been principally due to the additional mileage worked.

The following table shows the gross earnings under main heads as compared with the previous year:

Gross earnings.

	Previous year.	1894.	Increase.
	₹	₹	₹
Coaching	3,46,615	8,72,534	5,25,919
Goods	1,28,827	4,68,994	3,40,167
Electric telegraph	3,028	6,354	3,326
Steam-boat	7,930	22,518	14,588
Sundries	12,260	1,10,278	98,018
TOTAL .	4,98,660	14,80,678	9,82,018

* Excluding 2·99 miles of metre gauge line.

Coaching.—The number of passengers of the various classes carried including troops and police, and the earnings therefrom compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year .	2,354*	7,238	14,310*	13,865	883,230*	3,07,556	899,894*	3,28,659
1894 . . .	3,851	12,221	22,845	24,536	2,059,186	7,89,325	2,085,882	8,26,082
Increase . .	1,497	4,983	8,535	10,671	1,175,956	4,81,769	1,185,988	4,97,423

The average sum received for carrying a passenger one mile amounted to 1·94 pies, against 1·78 pies in the previous year.

The coaching earnings per passenger train-mile were ₹4·14, against ₹4·29.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1894.		Increase or decrease.	
	Tons.†	₹	Tons.	₹	Tons.	₹
General merchandise . . .	16,539	64,908	124,420	2,50,023	+107,881	+1,85,115
Military stores	...	1	13	111	+13	+110
Railway materials for construction (Home line only) . . .	51,598	52,910	113,529	1,07,715	+61,931	+54,805
Coal and coke for the public and foreign railways	2,410	6,711	253	497	−2,157	−6,214
Coal and coke for construction (Home line only) . . .	1,030	700	1,108	2,026	+78	+1,326
Coal and coke for revenue only .	2,748	2,558	25,471	31,395	+22,723	+28,837
Revenue stores other than coal and coke	547	549	77,488	64,756	+76,941	+64,207
Live-stock	4	69	5	83	+1	+14
Rents, miscellaneous, etc. . .	...	421	...	12,388	...	+11,967
Total .	74,876	1,28,827	343,087	4,68,994	+268,211	+3,40,167

The average sum received for carrying a ton of goods one mile amounted to 3·46 pies, against 4·55 pies in the previous year.

The goods earnings per goods train-mile were ₹1·50 against ₹0·85.

Working expenses.

The following table shows the working expenses of the railway during the year 1894 as compared with the previous year:

	Previous year.		1894.		Increase in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works, and stations	11,646	2·33	3,63,066	24·52	3,51,420	+22·19
Locomotive expenses . .	1,39,835	28·05	4,73,484	31·98	3,33,649	+3·93
Carriage and wagon expenses .	20,856	4·18	56,332	3·80	35,476	−0·38
Traffic expenses . . .	90,478	18·14	2,36,140	15·95	1,45,662	−2·19
General charges . . .	57,460	11·52	1,33,598	9·02	76,138	−2·50
Steam-boat service . .	13,005	2·62	37,306	2·52	24,301	−0·10
Special and miscellaneous expenditure	11,647	2·33	29,831	2·02	18,184	−0·31
Total .	3,44,927	69·17	13,29,757	89·81	9,84,830	+20·64

Rates and fares.

The principal alterations in coaching fares and goods rates will be found noted on pages 157 and 158, Part I of the Administration report.

* Numbers here shown count through passengers over the Bezwada-Godávari and Godávari-Vizianagram sections twice over.

† Tonnage here shown counts through traffic over the Bezwada-Godávari and Godávari-Vizianagram sections twice over.

Great Indian Peninsula Railway system (standard gauge).

11. The railway system is made up as follows:

	Miles.
Great Indian Peninsula railway	1,286·93
Dhond-Manmád railway*	145·44
Wardha Coal railway*	44·88
Khámgaon railway*	7·55
Amráoti railway*	5·43
TOTAL	1,490·23

General results. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.†	Net earnings.	Percentage of working expenses on gross earnings	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	1,490·08	9,894,358	3,88,13,741	2,02,91,908	1,85,21,833	52·28	501	6·29
1894	1,490·23	9,174,096	3,62,74,296	1,94,82,553	1,67,91,743	53·71	468	5·67
Increase or decrease	+0·15	—720,262	—25,39,445	—8,09,355	—17,30,090	+1·43	—33	—0·62
Percentage of increase or decrease	+0·01	—7·28	—6·54	—3·99	—9·34	...	—6·59	...

The divisible surplus profits of the first-half of 1894 at the date of the submission of the accounts amounted to ₹60,66,758, as against ₹58,45,793 in the first-half of the previous year, an increase of ₹2,20,965. There were no surplus profits in the second-half of 1894, the net earnings, amounting to ₹35,86,999, having fallen short of the guaranteed interest by ₹29,90,497.

After deducting from the net earnings of the year the Company's moiety of surplus profits and charges for guaranteed interest, as well as outstandings for the first half-year, the net results showed a gain to the Government for the year of ₹42,882 as against a gain of ₹19,18,389 in 1893, a decrease of ₹18,75,507.

Gross earnings. The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1894.	Increase or decrease.
	₹	₹	₹
Coaching	92,35,087	93,72,943	+1,37,856
Goods	2,92,03,680	2,65,38,784	—26,64,896
Electric telegraph	74,179	72,722	—1,457
Sundries	3,00,795	2,89,847	—10,948
TOTAL	3,88,13,741	3,62,74,296	—25,39,445

* Leased lines.

† Including contribution to the Provident Fund and expenditure incurred direct by the State on leased lines, but excluding rent paid for the lease of these lines.

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom compare as follows:

	First class.		Second class.		Third class by mail.		Third class by other trains.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year .	73,589	4,20,908	556,702	6,54,769	633,228	10,42,427	12,160,463	56,87,559	13,423,982	78,05,663
1894 . .	77,731	4,45,679	626,723	7,27,696	560,910	10,16,942	12,647,098	57,16,692	13,912,462	79,07,009
Increase or decrease . .	+4,142	+24,771	+70,021	+72,927	—72,318	—25,485	+486,635	+29,133	+488,480	+1,01,346

The increases shown in the above table are explained to have been due partly to ordinary development of the passenger traffic and partly to special trains worked.

The average sum received for carrying a passenger one mile amounted to 2·69 pies against 2·70 pies in the previous year.

The coaching earnings per passenger train-mile were ₹2·51 against ₹2·48.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1894.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise . . .	1,990,341	2,70,32,439	1,895,714	2,44,34,760	—94,627	—25,97,679
Military stores	9,114	2,13,901	10,160	2,05,871	+1,046	—8,030
Railway materials for construction (Home line only)	46,459	37,691	41,997	33,623	—4,462	—4,068
Coal and coke for the public and foreign railways	89,645	2,51,446	97,290	2,44,647	+7,645	—6,799
Coal and coke for construction (Home line only)	34	117	139	693	+105	+576
Coal and coke for revenue only .	206,878	6,18,558	215,867	6,30,198	+8,989	+11,640
Revenue stores other than coal and coke	489,398	8,84,052	443,054	8,01,084	—46,344	—82,968
Live-stock	8,486	1,23,363	9,867	1,47,843	+1,381	+24,480
Rents, miscellaneous, etc. . .	...	42,113	...	40,065	...	—2,048
Total .	2,840,355	2,92,03,680	2,714,088	2,65,38,784	—126,267	—26,64,896

The principal fluctuations of traffic under "General merchandise" are noted below:

	Tons.	₹
Decrease—		
Grain and pulse	161,316	28,85,489
Oil-seeds	14,658	2,78,488
Cotton manufactured	4,008	1,89,121
Increase—		
Dyes and tans	20,163	2,67,296
Drugs and chemicals	13,640	1,93,593
Cotton raw	13,200	1,44,503

The decrease in the traffic in grain and pulse is chiefly accounted for by the small demand for wheat owing, it is explained, to low prices in Europe and to the failure of crops in the districts served by the railway; the decrease is also attributed to the depletion of stocks of gram and pulse in the Central Provinces.

The falling off in the traffic in oil-seeds is stated to have been chiefly due to the failure of crops of rape and mustard seeds in Central India and the North-Western Provinces; and to untimely rains having adversely affected the til or jinjili seed crops.

The improvement in dyes and tans is chiefly attributed to the increased export of myrabolams from the Central Provinces and stations on the south-east line.

The average sum received for carrying a ton of goods one mile amounted to 8·36 pies against 7·99 pies in the previous year.

The goods earnings per goods train-mile were ₹ 4·87 against ₹ 4·73.

Working expenses.

The following table shows the working expenses of the railway system during 1894 as compared with the previous year:

	Previous year.		1894.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works & stations	52,61,052	13·55	50,81,351	14·01	—1,79,701	+0·46
Locomotive expenses . . .	78,06,711	20·11	74,66,224	20·58	—3,40,487	+0·47
Carriage and wagon expenses . .	19,19,589	4·95	17,18,825	4·74	—2,00,764	—0·21
Traffic expenses	31,03,517	8·00	31,10,406	8·57	+6,889	+0·57
General charges . . .	13,34,172	3·44	14,11,442	3·89	+77,270	+0·45
Special and miscellaneous expenditure	8,66,867	2·23	6,94,305	1·92	—1,72,562	—0·31
Total .	2,02,91,908	52·28	1,94,82,553	53·71	—8,09,355	+1·43

The decreases in the working expenses are explained to have been principally due to the train-mileage run having been less by 720,262 miles, to smaller ballasting operations and repairs and renewals of vehicles, and to savings in loss by exchange in consequence of heavy withdrawals in India during the first-half of the year under review. The expenditure would have exhibited a much larger decrease but for the charges on account of exchange compensation and the extraordinary outlay in connection with slips last monsoon on the Thal Ghát and Mussak bridge.

Rates and fares.

The following changes in rates during the year 1894 may be noted:

Government treasure—specie, bullion, etc., excluding copper coins—

	Old rate per maund per mile.	Revised rate per maund per mile.
Up to 27 maunds	2½ pies.	1⅔ pies.
Above 27 „ and up to 81 maunds .	2 „	1⅓ „
„ 81 „ „ „ 270 „ .	1½ „	1 pie.
Above 270 „	1 pie.	⅔ „
Government copper coin by passenger train .	1 „	⅔ „

Government stores with retrospective effect from the 22nd September 1893—

	Old rate.	Revised rate.
Ordnance coal and coke	3rd class*	4½ pies per ton per mile or 0·166 pie per md. per mile.
Iron work	3rd class*	2nd class† for certain descriptions.
Timber (unwrought)	3rd class*	2nd class†

* 20 pies for 27 maunds per mile or 0·741 pie per maund per mile.

† 14 pies for 27 maunds per mile for distances up to 600 miles, and 13½ pies for distances above 600 miles.

Bombay, Baroda and Central India Railway (standard gauge).

General results.

12. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.*	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year . .	461	2,429,536	1,50,96,045	55,18,002	95,78,043	36·55	630	9·87
1894 . . .	461	2,463,681	1,59,48,484	58,77,510	1,00,70,974	36·85	665	10·22
Increase . . .	...	34,145	8,52,439	3,59,508	4,92,931	0·30	35	0·35
Percentage of increase . . .	...	1·41	5·65	6·52	5·15	...	5·56	...

The total amount payable to the Bombay, Baroda and Central India Railway Company on account of surplus profits in comparison with 1893 is shown in the following table:

	1893.		1894.	
	1st-half.	2nd-half.	1st-half.	2nd-half.
	₹	₹	₹	₹
Net receipts	62,80,293	33,93,990	66,19,116	35,51,089
Deduct—				
Guaranteed interest	22,78,725	22,78,725	22,78,725	22,78,725
Interest on overdrawn capital . . .	...	1,519	11,341	30,756
Contribution to the Provident Fund . .	...	96,748	...	1,01,727
TOTAL .	22,78,725	23,76,992	22,90,066	24,11,208
Balance surplus profits	39,92,480†	10,14,891‡	43,26,927§	11,39,418‖
Moiety payable to the Company	19,96,240	5,07,445	21,63,463	5,69,709
Add—				
Guaranteed interest	22,78,725	22,78,725	22,78,725	22,78,725
(*a*) Total payable to the Company	42,74,965	27,86,170	44,42,188	28,48,434
Percentage on total capital bearing interest, *viz.*, ₹9,58,77,818 for 1893 and for the 1st-half of 1894, and ₹9,91,50,545 for the 2nd-half of 1894	4·46	2·91	4·62	2·87
(*b*) Amount payable to the Company for the Rajputana-Malwa and Godhra-Ratlam railways (⅛th surplus profits)	9,43,400	3,69,192	11,93,956	4,96,200
TOTAL PAYABLE TO THE COMPANY (*a*+*b*) .	52,18,365	31,55,362	56,36,144	33,44,634
Percentage on total capital bearing interest . . .	5·44	3·29	5·88	3·37

The divisible surplus profits of the year amounted to ₹54,66,345 as against ₹50,07,371 in the previous year—an improvement of ₹4,58,974.

After deducting from the net earnings of the year the Company's moiety of surplus profits, charges for guaranteed interest, contribution to the Provident Fund, interest on overdrawn capital and the adjustments on account of out-

* Including contribution to the Provident Fund.
† Excluding ₹9,088 appertaining to previous periods.
‡ Excluding ₹2,107 appertaining to previous periods.
§ Excluding ₹2,123 appertaining to previous periods.
‖ Excluding ₹463 appertaining to previous periods.

standings, the net result showed a gain to the State for the year of ₹27,33,172 in respect of the transactions of the Bombay, Baroda and Central India railway as against a gain of ₹25,03,685 in the previous year—an improvement of ₹2,29,487.

Gross earnings.

The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1894.	Increase or decrease.
	₹	₹	₹
Coaching	49,55,714	49,87,143	+31,429
Goods	98,91,624	1,05,81,899	+6,90,275
Electric telegraph	49,986	47,092	−2,894
Sundries	1,98,721	3,32,350	+1,33,629
TOTAL	1,50,96,045	1,59,48,484	+8,52,439

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	105,968	1,41,604	1,037,144	3,48,588	480,016	7,78,615	13,128,532	30,79,362	14,751,660	43,48,169
1894	114,422	1,38,882	1,062,986	3,71,329	516,691	7,88,051	13,626,831	31,01,746	15,320,930	44,00,008
Increase or decrease	+8,454	−2,722	+25,842	+22,741	+36,675	+9,436	+498,299	+22,384	+569,270	+51,839

The improvement in passenger traffic is ascribed generally to development of traffic. The increase in number and decrease in earnings under first class was due to passengers having travelled shorter distances.

The average sum received for carrying a passenger one mile amounted to 2·63 pies against 2·61 pies in the previous year.

The coaching earnings per passenger train-mile were ₹4·11 against ₹3·96.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1894.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	1,233,838	90,34,731	1,292,477	96,10,915	+58,639	+5,76,184
Military stores	576	18,916	715	24,367	+139	+5,451
Railway materials for construction (Home line only)	26,397	36,226	51,586	64,489	+25,189	+28,263
Coal and coke for the public and foreign railways	42,024	2,32,475	46,670	2,63,126	+4,646	+30,651
Coal and coke for construction (Home line only)	459	782	282	389	−177	−393
Coal and coke for revenue only	52,955	1,14,430	54,890	1,28,340	+1,935	+13,910
Revenue stores other than coal and coke	99,165	1,06,860	86,170	1,01,909	−12,995	−4,861
Live-stock	18,807	3,36,659	20,690	3,78,806	+1,883	+42,147
Rents, miscellaneous, etc.	...	10,545	...	9,468	...	−1,077
TOTAL	1,474,221	98,91,624	1,553,480	1,05,81,899	+79,259	+6,90,275

The noticeable increases under "General merchandise" were 26,352 tons and R1,73,640 in the traffic in grain and pulse, 20,586 tons and R2,49,830 in oil-seeds, 7,767 tons and R1,36,592 in sugar, and 3,457 tons and R61,928 in manufactured cotton. The traffic in raw cotton, however, fell off by 16,707 tons and R1,40,015.

The increases under grain and pulse, and oil-seeds were in traffic received at Bombay *viâ* Godhra and Sábarmati; while that in sugar was chiefly in traffic booked from Bombay and the Great Indian Peninsula railway *viâ* Dádar junction to Ahmedabad and stations on the Rajputana-Malwa railway and beyond *viâ* Sábarmati.

Of the increase of R61,928 in manufactured cotton, R37,296 was in twist and yarn and R24,632 in piece-goods.

The decrease in raw cotton was chiefly in traffic booked from Broach, Viramgám, Wadhwán and the Bhávnagar-Gondal-Junágarh-Porbandar railway, to Bombay.

The average sum received for carrying a ton of goods one mile amounted to 7·68 pies, being the same as in the previous year.

The goods earnings per goods train-mile were R8·46 against R8·40.

Sundries.—The increase of R1,33,629 under this head is explained to be due partly to the hire of engines lent to contractors for the construction of the Godhra-Rutlam railway in the first-half of 1894 and partly to the interest received from that line on the capital cost of rolling-stock built for its use and on reserve stores.

Working expenses.

The following table shows the working expenses of the railway during 1894 as compared with the previous year:

	Previous year.		1894.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	12,05,192	7·98	12,98,866	8·14	+93,674	+ 0·16
Locomotive expenses	19,71,594	13·06	22,86,580	14·34	+3,14,986	+ 1·28
Carriage and wagon expenses	6,61,657	4·38	5,81,923	3·65	—79,734	— 0·73
Traffic expenses	9,04,898	5·99	8,93,820	5·60	—11,078	— 0·39
General charges	5,56,337	3·69	5,75,523	3·61	+19,186	— 0·08
Special and miscellaneous expenditure	2,18,324	1·45	2,40,798	1·51	+22,474	+ 0·06
Total	55,18,002	36·55	58,77,510	36·85	+3,59,508	+ 0·30

The increase under the first head is explained to have been principally due to the credit received in the previous year on account of the sale of a large quantity of old rails to the Godhra-Rutlam railway and to the Government Telegraph Department. It is also attributed to unusually heavy expenditure during 1894 on repairs of monsoon damages and on the reconstruction of the Dhadhar bridge.

The increase in the "Locomotive expenses" is stated to have been partly due to the higher average price paid for coal in India and to the larger consumption owing to the coal having been of inferior quality, and partly to heavier repairs to engines and machinery and to the replacement of five new engines against three in 1893.

The decrease in the "Carriage and wagon expenses" is explained to have principally resulted from the charges for 1893 having included the expenditure in connection with the renewal of 50 covered steel wagons.

Rates and fares.

The chief alterations in goods rates will be found noted on pages 156 and 159 of Part I of the Administration report.

Madras Railway system (standard gauge).

13. The mean mileage worked during the year was 845·08 miles against 839·22 miles worked in the previous year. The increase was due to the Kolar Gold-fields, standard gauge, railway from Bowringpet, on the Bangalore branch of the Madras railway, to the Mysore mines terminus, 10·00 miles, constructed by the Mysore Durbar, having, on its opening for traffic on the 1st June 1894, been made over to the Madras Railway Company for working as part of their system.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.*	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	839·22	2,643,096	1,05,05,036	50,83,294	54,21,742	48·39	241	4·51
1894	845·08	2,538,863	1,03,92,995	54,15,859	49,77,136	52·11	237	4·11
Increase or decrease	+5·86	—104,233	—1,12,041	+3,32,565	—4,44,606	+3·72	—4	—0·40
Percentage of increase or decrease	+0·69	—3·94	—1·07	+6·54	—8·20	...	—1·66	...

Gross earnings.

The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1894.	Increase or decrease.
	R	R	R
Coaching	39,84,581	41,37,768	+1,53,187
Goods	63,03,468	60,41,172	—2,62,296
Electric telegraph	19,529	18,164	—1,365
Sundries	1,97,458	1,95,891	—1,567
TOTAL	1,05,05,036	1,03,92,995	—1,12,041

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
Previous year	19,392	1,70,338	67,687	2,14,420	9,739,177	30,71,538	9,826,256	34,56,296
1894	25,176	1,74,277	85,895	2,27,896	19,342,978	31,69,347	19,454,049	35,71,520
Increase	5,784	3,939	18,208	13,476	603,801	97,809	627,793	1,15,224

The improvement under all classes of passenger traffic may be ascribed generally to the increase in the mean mileage worked and to ordinary development of traffic.

* Including contribution to the Provident Fund.

The average sum received for carrying a passenger one mile amounted to 1·79 pies, being the same as in the previous year.

The coaching earnings per passenger train-mile were Rs. 3·15 against Rs. 3·11.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1894.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	809,129	57,58,177	763,391	54,66,597	—45,738	—2,91,580
Military stores	1,580	65,138	1,865	73,649	+286	+8,511
Railway materials for construction (Home line only)	11,308	21,570	28,368	18,456	+17,060	—3,114
Coal and coke for the public and foreign railways	71,399	2,95,596	117,858	3,25,736	+46,459	+30,140
Coal and coke for revenue only	18,076	21,093	30,391	29,822	+12,315	+8,729
Revenue stores other than coal and coke	245,402	97,168	198,528	84,837	—46,874	—12,331
Live-stock	1,240	30,585	1,242	25,827	+2	—4,758
Rents, miscellaneous, etc.	...	14,141	...	16,248	...	+2,107
TOTAL	1,158,134	63,03,468	1,141,644	60,41,172	—16,490	—2,62,296

The decrease under "General merchandise" was principally due to the traffic in grain and pulse having fallen off by 77,430 tons and Rs. 4,65,608 in consequence of smaller exports from the Mysore dominions to Coimbatore and the South Indian railway.

The traffic in spices and timber, however, showed increases of 9,109 tons and Rs. 1,03,566 and 47,439 tons and Rs. 98,453, respectively. The increase in spices is explained to have been due to larger despatches of betel-nuts, pepper, and chillies from the Malabar district to the South Indian railway, Bangalore branch and Coimbatore, and from the Southern Mahratta railway to Madras, and that in timber to larger despatches of timber and firewood to stations on the Kolar Gold-fields railway.

The average sum received for carrying a ton of goods one mile amounted to 8·59 pies against 8·19 pies in the previous year.

The goods earnings per goods train-mile were Rs. 4·93 against Rs. 4·63.

The following table shows the working expenses of the railway system during 1894 as compared with the previous year:

	Previous year.		1894.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	10,15,816	9·67	11,78,523	11·34	+1,62,707	+1·67
Locomotive expenses	20,18,116	19·21	19,28,389	18·55	—89,727	—0·66
Carriage and wagon expenses	5,02,678	4·78	7,17,817	6·91	+2,15,139	+2·13
Traffic expenses	8,99,985	8·57	8,76,741	8·44	—23,244	—0·13
General charges	5,62,104	5·35	5,69,912	5·48	+7,808	+0·13
Special and miscellaneous expenditure	84,595	0·81	1,44,477	1·39	+59,882	+0·58
TOTAL	50,83,294	48·39	54,15,859	52·11	+3,32,565	+3·72

The increase under the first head is explained to have been chiefly due to a larger quantity of permanent-way materials having been used in relaying during the year 1894 and to the loss by exchange charged on this account.

The decrease in the "Locomotive expenses" is said to have been chiefly due to the cost of two new locomotive engines charged during 1893.

The increase in the "Carriage and wagon expenses" is attributed to the larger number of vehicles repaired and renewed during the year, and that in the "Special and miscellaneous expenditure" to the adjustment of rent of the Guntakal joint station which had been underestimated since 1887.

Rates and fares. The principal alterations in the goods rates are referred to on page 159, Part I of the Administration report.

The Nizam's Guaranteed State Railway system (standard gauge).

14. The Bezwada-Gódávari section of the East Coast (state) railway, 89·08 miles, was worked by the Nizam's Guaranteed State Railways Company as a temporary measure from the date of opening, *viz.*, the 20th February, to the 31st December 1893. From the 1st January 1894 the working of this section, as also that of the Bezwada junction, including the length of line, 0·89 mile, up to the distant signal on the Kandapalli side of that station was taken over by the State. The trains of the Nizam's Guaranteed State Railways Company, however, continue to work over the latter length of line into Bezwada.

The following review relates to the revenue earnings and expenditure of the Nizam's Guaranteed State railway, including the Bezwada extension, the transactions of the Bezwada-Gódávari section having been included with those of the East Coast (state) railway.

General results. The table below shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	354·70	621,040	28,60,068	13,89,646	14,70,422	48·59	155	3·53
1894	354·70	672,356	32,56,885	15,63,587	16,93,298	48·01	177	4·06
Increase or decrease	...	+51,316	+3,96,817	+1,73,941	+2,22,876	—0·58	+22	+0·53
Percentage of increase	...	8·26	13·87	12·52	15·16	...	14·19	...

Gross earnings. The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1894.	Increase or decrease.
	₹	₹	₹
Coaching	8,58,628	8,87,505	+28,877
Goods	18,89,010	23,06,463	+4,17,453
Electric telegraph	15,351	16,940	+1,589
Sundries	97,079	45,977	—51,102
TOTAL	28,60,068	32,56,885	+3,96,817

Coaching.—The earnings from the various classes of passengers carried including troops and police and season tickets, compare as follows:

	First class.	Second class	Third class by mail train.	Third class by other trains.	TOTAL.
	₹	₹	₹	₹	₹
Previous year . . .	46,178	60,907	1,71,933	4,82,954	7,61,972
1894	52,856	66,239	1,70,973	4,87,906	7,77,974
Increase or decrease . .	+6,678	+5,332	−960	+4,952	+16,002

The average sum received for carrying a passenger one mile amounted to 2·35 pies, against 2·29 pies in the previous year.

The coaching earnings per passenger train-mile were ₹3·80 against ₹3·71.

Goods.—The following is a summary of the earnings from goods traffic as compared with the previous year:

	Previous year.	1894.	Increase or decrease.
	₹	₹	₹
General merchandise	11,87,861	12,49,325	+61,464
Military stores	11,466	13,684	+2,218
Railway materials for construction (Home line only)	18,814	26,565	+7,751
Coal and coke for the public and foreign railways .	5,69,472	9,25,350	+3,55,878
Coal and coke for construction (Home line only) .	414	223	−191
Coal and coke for revenue only	51,612	51,709	+97
Revenue stores other than coal and coke . . .	38,065	19,643	−18,422
Live-stock	4,871	6,958	+2,087
Rents, miscellaneous, etc.	6,435	13,006	+6,571
TOTAL .	18,89,010	23,06,463	+4,17,453

From the table above it will be seen that of the increase of ₹4,17,453 in the goods earnings, ₹3,55,878 were derived from the carriage of coal for the public and foreign railways.

The average sum received for carrying a ton of goods one mile amounted to 7·08 pies, against 7·29 pies in the previous year.

The goods earnings per goods train-mile were ₹5·26 against ₹4·75.

Working expenses.

The following table shows the working expenses of the railway system during 1894 as compared with the previous year:

	PREVIOUS YEAR.		1894.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations .	4,23,946	14·81	5,14,590	15·80	+90,644	+0·99
Locomotive expenses .	3,65,451	12·78	3,95,328	12·14	+29,877	−0·64
Carriage and wagon expenses . . .	95,963	3·36	98,337	3·02	+2,374	−0·34
Traffic expenses . .	2,25,053	7·87	2,33,620	7·17	+8,567	−0·70
General charges . .	2,67,892	9·37	2,93,595	9·01	+25,703	−0·36
Special and miscellaneous expenditure . .	11,341	0·40	28,117	0·87	+16,776	+0·47
TOTAL .	13,89,646	48·59	15,63,587	48·01	+1,73,941	−0·58

The increase under the first head is explained to have been principally due to the expenditure on special renewals of permanent-way on the Wádi-Secunderabad section and to exchange compensation charges.

The Gaekwar's Petlád Railway (standard gauge).

15. The following table shows the general results of the year's working as compared with those of the previous year :

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	13·35	19,451	63,953	23,326	40,627	36·47	92	5·70
1894	13·35	19,557	69,668	25,631	44,037	36·79	100	6·09
Increase	...	106	5,715	2,305	3,419	0·32	8	0·39
Percentage of increase	...	0·54	8·94	9·88	8·39	...	8·70	...

The following table shows the gross earnings under main heads as compared with the previous year :

Gross earnings.

	Previous year.	1894.	Increase or decrease.
	₹	₹	₹
Coaching	45,345	49,577	+4,232
Goods	17,539	19,034	+1,495
Electric telegraph	644	625	—19
Sundries	425	432	+7
TOTAL	63,953	69,668	+5,715

Coaching.—The number of passengers of the various classes carried, including troops and police, and season tickets, and the earnings therefrom compare as follows :

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	234	198	2,129	840	243,176	42,429	245,539	43,467
1894	133	112	2,188	838	268,935	46,790	271,256	47,740
Increase or decrease	—101	—86	+59	—2	+25,759	+4,361	+25,717	+4,273

The improvement in passenger traffic is ascribed generally to ordinary development.

The average sum received for carrying a passenger one mile amounted to 2·50 pies against 2·51 pies in the previous year.

The coaching earnings per passenger train-mile were R3·56 against R3·19.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1894.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	21,179	17,038	20,098	18,251	—1,081	+1,213
Coal and coke for the public and foreign railways	...	...	3	2	+3	+2
Coal and coke for revenue only	158	45	490	139	+332	+94
Revenue stores other than coal and coke	...	...	58	14	+58	+14
Live-stock	142	259	255	332	+113	+73
Rents, miscellaneous, etc.	...	197	...	296	...	+99
TOTAL	21,479	17,539	20,904	19,034	—575	+1,495

The average sum received for carrying a ton of goods one mile amounted to 13·28 pies against 12·07 pies in the previous year.

The goods earnings per goods train-mile were ₹3·37 against ₹3·34.

Working expenses.

The following table shows the working expenses of the railway during 1894 as compared with the previous year:

	Previous year.		1894.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	5,182	8·10	5,796	8·32	+ 614	+ 0·22
Locomotive expenses	8,468	13·24	10,118	14·52	+ 1,650	+ 1·28
Carriage and wagon expenses	2,825	4·42	2,593	3·72	— 232	— 0·70
Traffic expenses	3,922	6·13	3,951	5·67	+ 29	— 0·46
General charges	2,406	3·76	2,557	3·67	+ 151	— 0·09
Special and miscellaneous expenditure	523	0·82	616	0·89	+ 93	+ 0·07
Total	23,326	36·47	25,631	36·79	+ 2,305	+ 0·32

The increase in the total working expenses was due to the increase in the percentage of expenses to earnings on the Bombay, Baroda and Central India railway on which the expenditure is based.

Bengal and North-Western Railway system (metre gauge).

16. The railway system is composed of—

	Miles.
Tirhoot State railway, Government section	341·80
Bengal and North-Western railway Company's section	414·50

The mean mileage worked was the same as in the previous year.

The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	756·30	1,631,469	52,95,375	22,87,448	30,07,927	43·20	123	5·77
1894	756·30	1,689,275	55,59,547	23,23,359	32,36,188	41·79	130	6·03
Increase or decrease	...	+ 57,806	+2,64,172	+35,911	+2,28,261	—1·41	+ 7	+ 0·26
Percentage of increase	...	3·54	4·99	1·57	7·59	....	5·69	...

The following table shows the gross earnings under the main heads as compared with the previous year:

Gross earnings.

	Previous year.	1894.	Increase or decrease.
	₹	₹	₹
Coaching	20,83,487	22,31,219	+1,47,732
Goods	25,86,872	26,87,731	+1,00,859
Electric telegraph	24,733	27,133	+2,400
Steam-boat	4,41,095	4,35,658	—5,437
Sundries	1,59,188	1,77,806	+18,618
TOTAL	52,95,375	55,59,547	+2,64,172

Coaching.—The number of passengers of the various classes, including troops and police and season tickets and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	15,310	45,305	22,150	38,937	66,853	33,265	4,969,010	18,28,564	5,073,323	19,46,071
1894	15,050	48,596	23,082	41,136	68,689	36,736	5,394,143	19,76,383	5,500,964	21,02,851
Increase or decrease	—260	+3,291	+932	+2,199	+1,836	+3,471	+425,133	+1,47,819	+427,641	+1,56,780

The improvement in the passenger traffic may be ascribed to general development.

The average sum received for carrying a passenger one mile amounted to 2·10 pies, being the same as in the previous year.

The coaching earnings per passenger train-mile were R2·89 against R2·90.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1894.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	612,024	24,48,210	649,992	25,44,979	+37,968	+96,769
Railway materials for construction, (Home line only)	6,502	32,614	16,903	25,851	+10,401	—6,763
Coal and coke for the public and foreign railways	25,408	35,672	38,044	56,006	+12,636	+20,234
Coal and coke for revenue only	27,745	32,014	22,036	23,208	—5 709	—8,806
Revenue stores other than coal and coke	22,009	27,498	28,268	27,251	+6,259	—247
Live-stock	121	2,186	72	1,094	—49	—1,092
Rents, miscellaneous, etc.	...	8,678	...	9,342	...	+664
TOTAL	693,809	25,86,872	755,315	26,87,731	+61,506	+1,00,859

The principal increases of traffic under "General merchandise" were 35,265 tons and R18,654 in grain and pulse, 2,178 tons and R20,182 in hides and skins, 1,928 tons and R12,609 in salt, and 5,001 tons and R11,728 in sugar.

The increase in grain and pulse is stated to have been principally due to greater demand and to imports from the Punjab, and that in hides and skins to larger bookings to Calcutta for export.

The increase in salt is attributed to greater demand in Nepal for Sambhar salt, and that in sugar to the improvement in the traffic in molasses to meet the demand in Bengal.

The traffic in tobacco also showed an increase of R15,326 in earnings, but owing to longer leads the quantity carried was less by 1,903 tons.

The average sum received for carrying a ton of goods one mile amounted to 6·26 pies against 5·62 pies in the previous year.

The goods earnings per goods train-mile were R2·93 against R2·83.

Working expenses.

The following table shows the working expenses of the railway system during 1894 as compared with the previous year:

	Previous year.		1894.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations .	5,06,603	9·57	5,94,190	10·69	+87,587	+1·12
Locomotive expenses .	4,96,186	9·37	4,67,402	8·41	−28,784	−0·96
Carriage and wagon expenses . .	1,31,902	2·49	1,26,109	2·27	−5,793	−0·22
Traffic expenses .	4,13,737	7·81	4,39,992	7·91	+26,255	+0·10
General charges .	3,89,419	7·36	4,08,839	7·35	+19,420	−0·01
Steam-boat service .	2,20,949	4·17	1,85,621	3·34	−35,328	−0·83
Special and miscellaneous expenditure .	1,28,652	2·43	1,01,206	1·82	−27,446	−0·61
TOTAL .	22,87,448	43·20	23,23,359	41·79	+35,911	−1·41

The increase under "Maintenance of way, works and stations" is stated to have been chiefly due to a portion of the Agent's office establishment having been charged to this head, to the payment of exchange compensation, to increased renewals and to the expenditure incurred on re-erecting the temporary bridge over the Gogra river.

The decrease in the "Locomotive expenses" is explained to have been chiefly due to less coal and more wood having been used during the year, to a saving in the carriage of revenue stores, and to less expenditure having been incurred in renewing axles.

The increase in the "Traffic expenses" is stated to have been due to exchange compensation payments, to expenditure on the improvements in the lighting arrangements at stations, and to renewals and further provision of weighing machines and cash safes to meet requirements, and that in "General charges" to increased Home charges, owing to fall in exchange, to promotion of the Auditor, and to exchange compensation payments.

The decrease under "Steam-boat service" is accounted for by the expenditure incurred in 1893 on the removal of the wagon ferry from Digha Ghât to Mokameh Ghât.

The payment of bonus on the Provident Fund deposits of employés from July 1890 to December 1892 in 1893 is said to account for the decrease in the "Special and miscellaneous expenditure."

The out-agencies at Madhubuni, Rowsra, Begusarai and Dinapore were closed, as they did not prove paying. The out-agency at Patna has been closed temporarily pending a better arrangement for its working.

Rates and fares.

The principal alterations in the goods rates are referred to on page 159, Part I of the Administration report.

Rajputana-Malwa Railway (metre gauge), including the Godhra-Rutlam railway (standard gauge).

17. The metre gauge mileage open and worked during the year was the same as in 1893, *viz.*, 1,674·02 miles. The standard gauge section was opened for public traffic; Godhra to Limkhérá, 25 miles, on the 16th January 1893, Limkhérá to Dóhad, 20 miles, on the 7th March 1894, and Dóhad to Rutlam, 70·50 miles, on the 22nd October 1894, the mean mileage worked during the year having been 55·15 miles against 23·97 miles worked during the previous year. The aggregate mean mileage of the two sections was 1,729·17 miles against 1,697·99 miles worked during the previous year.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year .	1,697·99	6,584,242	2,26,33,265	93,07,625	1,33,25,640	41·12	256	9·05
1894 . . .	1,729·17	7,157,119	2,51,44,200	96,10,377	1,55,33,823	38·22	280	10·55
Increase or decrease	+31·18	+572,877	+25,10,935	+3,02,752	+22,08,183	—2·90	+24	+1·23
Percentage of increase . .	1·84	8·70	11·09	3·25	16·57	...	9·37	...

The total amount payable to the Bombay, Baroda and Central India Railway Company on account of surplus profits of the Rajputana-Malwa and Godra-Rutlam railways, in comparison with 1893, is shown in the following table:

	1893.		1894.	
	1st-half.	2nd-half.	1st-half.	2nd-half.
	₹	₹	₹	₹
Net receipts	80,62,429	52,60,138	94,46,638	60,77,212
Deduct—				
Interest	33,45,429	34,14,180	34,76,856	35,96,213
Divisible surplus profits . .	47,17,000	18,45,958	59,69,782	24,80,999
Government share . . .	37,73,600	14,76,766	47,75,826	19,84,799
Company's share	9,43,400	3,69,192	11,93,956	4,96,200

Gross earnings.

The following table shows the gross earnings under main heads as compared with those of the previous year:

	Previous year.	1894.	Increase or decrease.
	₹	₹	₹
Coaching	66,64,577	70,16,401	+3,51,824
Goods	1,56,25,555	1,77,44,520	+21,18,965
Electric telegraph	65,229	64,306	—923
Sundries	2,77,904	3,18,973	+41,069
TOTAL .	2,26,33,265	2,51,44,200	+25,10,935

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	17,365	1,22,762	75,812	1,95,726	250,084	2,95,674	9,825,216	54,18,195	10,168,477	60,32,357
1894 . .	18,999	1,40,445	76,117	2,13,923	281,767	3,22,396	10,262,799	56,41,552	10,639,682	63,18,316
Increase .	1,634	17,683	305	18,197	31,683	26,722	437,583	2,23,357	471,205	2,85,959

The improvement in the passenger traffic is ascribed partly to a larger attendance at fairs, and partly to the movements of Hindu marriage parties.

The average sum received for carrying a passenger one mile amounted, as in the previous year, to 2·12 pies.

The coaching earnings per passenger train-mile were R3·24 against R3·11.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1894.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise .	1,596,490	1,47,63,298	1,826,266	1,69,27,920	+229,776	+21,64,622
Military stores . .	5,381	93,529	5,146	83,821	—235	—9,708
Railway materials for construction (Home line only) .	116,266	2,15,660	110,372	1,79,050	—5,894	—36,610
Coal and coke for the public and foreign railways .	7,669	45,547	9,272	45,455	+1,663	—92
Coal and coke for construction (Home line only) . .	2,754	11,054	4,241	14,621	+1,487	+3,567
Coal and coke for revenue only	85,637	3,07,257	74,396	2,72,705	—11,241	—34,552
Revenue stores other than coal and coke . .	57,098	1,14,147	58,971	1,21,407	+1,873	+7,260
Live-stock . . .	6,230	56,369	8,188	77,078	+1,958	+20,709
Rents, miscellaneous, etc. .	...	18,694	...	22,463	...	+3,769
Total .	1,877,465	1,56,25,555	2,096,852	1,77,44,520	+219,387	+21,18,965

The principal increases under "General merchandise" were 118,538 tons and R14,71,701 in the traffic in grain and pulse, 59,577 tons and R2,09,833 in oil-seeds, 7,545 tons and R1,03,836 in raw cotton, and 15,100 tons and R94,222 in sugar.

The increase in grain and pulse was chiefly in traffic booked to Cawnpore and to foreign lines beyond Agra Cantonment, Cawnpore, Delhi and Bhátinda. It is explained to have resulted from the scarcity of food grains in the North-Western Provinces and Oudh during the last quarter of 1894.

The increase in oil-seeds was in traffic forwarded to the Great Indian Peninsula railway *viâ* Khandwa, chiefly to Bombay, and to the East Indian railway *viâ* Delhi; that in raw cotton was in traffic forwarded to the Bombay, Baroda and Central India railway *viâ* Sábarmati, chiefly to Bombay; and that in sugar was chiefly in traffic received from the Bombay, Baroda and Central India railway *viâ* Sábarmati, also from places beyond Háthras and Cawnpore.

The average sum received for carrying a ton of goods one mile amounted to 6·33 pies against 6·72 pies in the previous year.

The goods earnings per goods train-mile were R3·55 against R3·52.

Working expenses.

The following table shows the working expenses of the railway system as compared with the previous year:

	Previous year.		1894.		Increase or decrease in amount.	Decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations .	15,75,801	6·96	15,84,177	6·30	+8,376	0·66
Locomotive expenses	38,92,872	17·20	40,34,711	16·04	+1,41,839	1·16
Carriage and wagon expenses . .	9,51,378	4·20	10,05,703	4·00	+54,325	0·20
Traffic expenses .	15,09,162	6·67	15,59,305	6·20	+50,143	0·47
General charges .	11,88,684	5·25	12,56,525	5·00	+67,841	0·25
Special and miscellaneous expenditure .	1,89,728	0·84	1,69,956	0·68	—19,772	0·16
TOTAL .	93,07,625	41·12	96,10,377	38·22	+3,02,752	2·90

The increase in the working expenses is explained to have been chiefly due to the increased traffic dealt with, to the payment of exchange compensation allowances, and to heavier renewals and extensive rebuilding of rolling-stock.

Rates and fares.

The principal alterations in goods rates will be found noted on pages 156 and 159 of Part I of the Administration report.

Pálanpur-Deesa Railway (metre gauge).

18. The mean mileage worked during the year was 17·28 miles against 2·56 miles worked in the previous year, the increase being due to the line having been opened for traffic on the 8th November 1893.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year . .	2·56	1,862	4,436	1,991	2,445	44·87	33	0·67
1894 . . .	17·28	15,295	37,544	14,399	23,145	38·35	42	5·79
Increase or decrease	+14·72	+13,433	+33,108	+12,408	+20,700	—6·52	+9	+5·12
Percentage of increase . .	575·00	721·43	746·35	623·20	846·63	...	27·27	...

The increases in the earnings and working expenses are due to the fact that in the previous year the line was open for traffic for seven weeks only.

The following table shows the gross earnings under main heads as com-
Gross earnings. pared with those of the previous year:

	Previous year.	1894.	Increase.
	₹	₹	₹
Coaching	1,908	19,838	17,930
Goods	2,515	17,538	15,023
Electric telegraph	13	157	144
Sundries	...	11	11
TOTAL	4,436	37,544	33,108

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	96	102	525	195	8,353	1,398	8,974	1,695
1894	878	784	2,958	1,116	93,626	15,891	97,462	17,791
Increase	782	682	2,433	921	85,273	14,493	88,488	16,096

The average sum received for carrying a passenger one mile amounted to 2·45 pies against 2·59 pies in the previous year.

The coaching earnings per passenger train-mile were R2·74 against R2·50.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1894.		Increase.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	1,003	1,927	16,863	15,438	15,860	13,511
Military stores	26	42	214	413	188	371
Railway materials for construction (Home line only)	993	535	4,759	1,356	3,766	821
Coal and coke for revenue only	...	...	12	3	12	3
Revenue stores other than coal and coke	32	6	188	41	156	35
Live-stock	...	...	151	81	151	81
Rents, miscellaneous, etc.	...	5	...	206	...	201
TOTAL	2,054	2,515	22,187	17,538	20,133	15,023

The average sum received for carrying a ton of goods one mile amounted to 10·18 pies against 14·83 pies in the previous year.

The goods earnings per goods train-mile were R2·18 against R2·29.

The following table shows the working expenses of the railway during 1894 as compared with the previous year:

Working expenses.

	Previous year.		1894.			
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.	Increase in amount.	Decrease in the percentage of expenses on earnings.
	R		R		R	
Maintenance of way, works and stations	359	8·09	2,371	6·31	2,012	1·78
Locomotive expenses	763	17·19	6,040	16·09	5,277	1·10
Carriage and wagon expenses	223	5·03	1,511	4·02	1,288	1·01
Traffic expenses	329	7·42	2,339	6·23	2,010	1·19
General charges	278	6·27	1,887	5·03	1,609	1·24
Special and miscellaneous expenditure	39	0·87	251	0·67	212	0·20
TOTAL	1,991	44·87	14,399	38·35	12,408	6·52

The Pálanpur-Deesa railway is worked by the Bombay, Baroda and Central India Railway Company for the same percentage of expenses to earnings as prevails on the Rajputana-Malwa railway system.

Southern Mahratta Railway system (metre gauge).

19. The open mileage of the railway system is made up as follows:

	Miles.
Southern Mahratta railway	1,042·04
Southern Mahratta railway, Mysore section	296·00
Guntakal-Mysore frontier railway*	119·50
Kolhápur railway*	29·07
Yesvantpur-Mysore frontier railway*	51·35
Mysore-Nanjangúd railway*	15·25
	1,553·21

The mean mileage worked during the year was 1,556·20 miles against 1,512·29 miles worked during the previous year. The increase was due to 2·99 miles of the East Coast (state) railway, from a point 0·36 mile east of Tadêpalli to Bezwada, having been worked over by the Southern Mahratta railway from the 1st January 1894, and to the Dharmavaram-Mysore frontier section, 56·55 miles, of the Guntakal-Mysore frontier railway, and the Dodballapur-Mysore frontier section, 31·42 miles, of the Yesvantpur-Mysore frontier railway, which were opened for traffic during 1893, having been worked throughout the year under review.

The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.†	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	1,512·29	3,028,224	78,20,038	46,66,377	31,53,661	59·67	99	2·62
1894	1,556·20	3,235,033	79,87,447	52,49,852	27,37,595	65·73	99	2·26
Increase or decrease	+43·91	+206,809	+1,67,409	+5,83,475	−4,16,066	+6·06	...	−0·36
Percentage of increase or decrease	+2·90	+6·83	+2·14	+12·50	−13·19	...	...	...

*Worked by the Southern Mahratta Railway Company.
† Including contribution to the Provident Fund.

The following table shows the gross earnings under main heads as compared with the previous year:

Gross earnings.

	Previous year.	1894.	Increase or decrease.
	R	R	R
Coaching	31,33,087	32,91,550	+1,58,463
Goods	45,76,730	45,50,018	—26,712
Electric telegraph	24,923	25,835	+912
Sundries	85,298	1,20,044	+34,746
TOTAL	78,20,038	79,87,447	+1,67,409

Coaching.—The number of passengers of various classes carried, including troops and police and season tickets, and the earnings therefrom compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
Previous year	14,582	85,981	52,024	1,19,023	5,769,058	26,35,346	5,835,664	28,40,350
1894	16,878	99,419	59,491	1,35,283	6,579,844	27,25,868	6,656,213	29,60,570
Increase	2,296	13,438	7,467	16,260	810,786	90,522	820,549	1,20,220

The improvement under all classes of passenger traffic may be ascribed partly to the increase in the mean mileage worked, and partly to the establishment of through communication between Guntakal and Bangalore on the 17th September 1893 and with the East Coast (state) and the Nizam's Guaranteed State railways *vid* Bezwada on the 1st January 1894.

The average sum received for carrying a passenger one mile amounted to 2·12 pies against 2·27 pies in the previous year.

The coaching earnings per passenger train-mile were R2·46 against R2·77.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1894.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	732,868	41,48,485	703,063	40,29,315	—29,805	—1,19,170
Military stores	1,083	15,256	1,103	13,034	+20	—2,222
Railway materials for construction (Home line only)	37,809	56,035	30,034	27,790	—7,775	—28,245
Coal and coke for the public and foreign railways	11,005	69,974	15,524	90,333	+4,519	+20,359
Coal and coke for revenue only	31,719	93,131	58,149	1,75,461	+26,430	+82,330
Revenue stores other than coal and coke	109,696	1,74,048	117,735	1,88,987	+8,039	+14,939
Live-stock	171	6,135	223	6,050	+52	—85
Rents, miscellaneous, etc.	...	13,666	...	19,048	...	+5,382
TOTAL	924,351	45,76,730	925,831	45,50,018	+1,480	—26,712

The principal decrease under "General merchandise," *viz.*, 101,642 tons and R4,72,707, occurred in the traffic in grain and pulse, and is explained to have been due to a large falling off in the bookings of wheat and other food grains *vid* Bangalore, chiefly from stations on the Mysore section. Owing to a decrease in the bookings *vid* Poona and the Portuguese frontier the earnings from the carriage of raw cotton were also less by R41,144, but there was an increase of 883 tons in the quantity carried which is attributed to certain changes in the conditions of carriage.

The principal increases were 2,170 tons and R33,445 in the traffic in manufactured cotton, 6,415 tons and R42,056 in dyes and tans, 20,388 tons and R61,749 in oil-seeds, and 8,163 tons and R57,275 in sugar.

The increase in manufactured cotton is explained to have been chiefly due to the improved inward bookings *vid* the Portuguese frontier and Poona, and that in dyes and tans to the better business done in turmeric and tanning bark at Kolhápur and Bellary.

The increase in oil-seeds is said to have been principally due to heavy bookings of linseed from Nandyal and Kurnool Road, and that in sugar to the carriage of a large quantity of unrefined sugar *vid* Bezwada to Goribidnur for a private firm.

The average sum received for carrying a ton of goods one mile amounted to 7·36 pies against 7·67 pies in the previous year.

The goods earnings per train-mile were R2·40 against R2·41.

Working expenses.

The following table shows the working expenses of the railway system for the year 1894 as compared with the previous year:

	Previous year.		1894.		Increase in amount.	Increase in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	11,09,432	14·19	13,82,501	17·31	2,73,069	3·12
Locomotive expenses	16,68,364	21·34	17,71,220	22·18	1,02,856	0·84
Carriage and wagon expenses	3,01,386	3·85	3,79,308	4·75	77,922	0·90
Traffic expenses	7,53,653	9·64	8,34,315	10·44	80,662	0·80
General charges	7,72,038	9·87	8,12,166	10·17	40,128	0·30
Special and miscellaneous expenditure	61,504	0·78	70,342	0·88	8,838	0·10
TOTAL	46,66,377	59·67	52,49,852	65·73	5,83,475	6·06

The increase in the working expenses is explained to have been chiefly due to the increase in the mean mileage worked and train-mileage run, to the payment of exchange compensation allowances, to the introduction of a revised scale of salaries for engineers, and to heavy renewals of sleepers and repairs to the rolling-stock.

The following out-agencies were opened during the year:

Kurnool City	Jamkhandi.
Sángli City	Rabkavi.
Sátára City	Tásgoan.
Pánchgani	Vita.
Mahábaleshvar	Islámpur.

Rates and fares.

The principal alterations in the coaching fares and goods rates will be found noted on pages 157 and 159 of Part I of the Administration report.

South Indian Railway (metre gauge).

General results.

20. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital* outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	1,041·51	3,186,829	80,65,260	49,29,795	31,35,465	61·12	149	4·11
1894	1,041·51	3,144,298	80,37,513	47,44,951	32,92,562	59·04	149	4·31
Increase or decrease	...	−42,531	−27,747	−1,84,844	+1,57,097	−2·08	...	+0·20
Percentage of increase or decrease	...	−1·33	−0·34	−3·75	+5·01	...	...	...

* Rs. 7,63,31,043 for 1893 and Rs. 7,64,13,362 for 1894. For details of the capital outlay to the 31st December 1894 see chapter II, paragraph 33, page 39.

The divisible surplus profits of the first-half of 1894 amounted to R2,64,487 and those of the second-half to R5,81,416, a total of R8,45,903 as against R7,44,645 in the previous year.

The net earnings for the year 1894 were R32,92,562, and deducting therefrom the Company's share of surplus profits, charges for guaranteed interest, additional contribution to the Provident Fund (the ordinary contribution to the fund being a debit to working expenses) and other incidental adjustments, the result was a gain to the State for the year of R6,90,844 as against a gain of R6,02,970 in the previous year—an improvement of R87,874.

Gross earnings.

The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1894.	Increase or decrease.
	R	R	R
Coaching	41,39,637	42,85,626	+1,45,989
Goods	37,56,533	36,32,040	—1,24,493
Electric telegraph	21,631	19,895	—1,736
Sundries	1,47,459	99,952	—47,507
TOTAL	80,65,260	80,37,513	—27,747

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
Previous year	20,146	66,107	178,212	1,55,588	10,480,469	36,93,135	10,678,827	39,14,830
1894	20,082	58,871	184,734	1,56,014	11,277,041	38,37,891	11,481,857	40,52,776
Increase or decrease	—64	—7,236	+6,522	+426	+796,572	+1,44,756	+803,030	+1,37,946

The increase in the third class passenger traffic is ascribed to the festivals at Nágore and Tiruvannámalai having been exceptionally well attended.

The average sum received for carrying a passenger one mile amounted to 2·06 pies against 2·07 pies in the previous year.

The coaching earnings per passenger train-mile were R2·90 against R2·93.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1894.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	842,472	35,72,473	838,594	34,69,583	—3,878	—1,02,890
Military stores	161	4,224	195	3,724	+34	—500
Railway materials for construction (Home line only)	142,386	32,452	81,755	13,220	—60,631	—19,232
Coal and coke for the public and foreign railways	8,222	7,693	5,527	7,971	—2,695	+278
Coal and coke for revenue only	26,217	32,173	27,217	32,109	+1,000	—64
Revenue stores other than coal and coke	473,210	92,395	486,174	90,012	+12,964	—2,383
Live-stock	134	2,511	143	3,055	+9	+544
Rents, miscellaneous, etc.	...	13,405	...	12,366	...	—1,039
TOTAL	1,492,802	37,57,326	1,439,605	36,32,040	—53,197	—1,25,286
Less—Outstandings irrecoverable	...	793	...	...	...	—793
NET TOTAL	1,492,802	37,56,533	1,439,605	36,32,040	—53,197	—1,24,493

The principal decrease of 55,638 tons and ₹3,67,109 under "General merchandise" occurred in the traffic in grain and pulse, and is chiefly accounted for by a falling off in the import of grain from the northern to the southern districts served by the railway owing to the improved condition of the latter where scarcity prevailed in the year 1893. This falling off in earnings was, however, counterbalanced to some extent by increases which are distributed over several commodities.

The average sum received for carrying a ton of goods one mile amounted to 7·69 pies against 7·67 pies in the previous year.

The goods earnings per goods train-mile were ₹2·19* against ₹2·12.*

Working expenses. The following table shows the working expenses of the railway during 1894 as compared with the previous year:

	Previous year.		1894.		Increase or decrease in amount.	Increase or decrease in the per centage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of ways, works, and stations	12,61,819	15·65	10,46,365	13·02	—2,15,454	—2·63
Locomotive expenses	17,99,391	22·31	17,33,652	21·57	—65,739	—0·74
Carriage and wagon expenses	5,49,343	6·81	6,15,528	7·66	+66,185	+0·85
Traffic expenses	6,67,177	8·27	6,96,911	8·67	+29,734	+0·40
General charges	5,87,331	7·28	5,89,162	7·33	+1,831	+0·05
Special and miscellaneous expenditure	64,734	0·80	63,333	0·79	—1,401	—0·01
Total	49,29,795	61·12	47,44,951	59·04	—1,84,844	—2·08

The decrease under the first head is explained to have been chiefly due to the decrease in the number of miles renewed with 50lb. rails. There were 21·22 miles renewed in 1894 against 34·76 miles in 1893.

The decrease in the "Locomotive expenses" is said to have been due to the fact that in 1893 the cost of two engines and seven boilers, aggregating ₹88,992, was charged to this head.

The increase in the "Carriage and wagon expenses" is accounted for by heavier renewals of steel axles, wheels, etc., and that in the "Traffic expenses" by increased station staff and extra printing charges necessitated by the opening of the Máyavaram-Mutupet railway.

Máyavaram-Mutupet Railway (metre gauge).

21. This railway, 53·99 miles in length, which was opened for public traffic on the 2nd April 1894, is worked by the South Indian Railway Company at the same percentage of expenses to earnings as prevails on the South Indian, including the Pondicherry and Máyavaram-Mutupet railways *plus* a charge of 5 per cent. of the gross earnings of the Máyavaram-Mutupet railway for the hire of rolling-stock lent by the South Indian railway.

General results. The following table shows the general results of working from date of opening to the 31st December 1894:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net-earnings on total capital outlay including suspense.
			₹	₹	₹		₹	
1894	40·53	96,159	1,63,460	1,00,518	62,942	61·49	78	2·65

* Including the Pondicherry railway.

Gross earnings.

The gross earnings under main heads were as follows:

	₹
Coaching	1,23,217
Goods	39,583
Electric telegraph	658
Sundries	2
TOTAL	1,63,460

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom were as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
1894	254	262	8,219	2,868	700,813	1,18,001	709,286	1,21,131

The average sum received for carrying a passenger one mile amounted to 2·03 pies.

The coaching earnings per passenger train-mile were Rs. 2·17.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom:

	Tons.	₹
General merchandise	31,558	33,875
Military stores	6	24
Railway materials for construction (Home line only)	77,397	5,251
Coal and coke for revenue only	40	10
Revenue stores other than coal and coke	1,403	166
Rents, miscellaneous, etc.	...	257
TOTAL	110,404	39,583

The traffic under "General merchandise" consisted chiefly of the following commodities:

	Tons.	₹
Grain and pulse	13,718	11,884
Salt	2,701	2,135
Spices	1,507	2,858

The average sum received for carrying a ton of goods one mile amounted to 6·05 pies.

The goods earnings per goods train-mile were Rs. 1·01.

Working expenses.

The following table shows the working expenses of the line during the period it was open in 1894:

	Amount.	Per cent. on gross earnings.
	₹	
Maintenance of way, works, and stations	18,152	11·10
Locomotive expenses	34,730	21·25
Carriage and wagon expenses	11,941	7·31
Traffic expenses	13,850	8·47
General charges	12,182	7·45
Special and miscellaneous expenditure	9,663	5·91
TOTAL	1,00,518	61·49

Burma (state) Railway system (metre gauge).

22. The division of this railway system between Imperial and Provincial is shown below:

	Miles.	Miles.
Imperial section—		
Sagaing to Nankan		168·00
Provincial section—		
Rangoon to Mandalay	386·00	
Rangoon to Prome	161·00	
Suburban lines at Rangoon	9·00	
Meiktila road to Meiktila cantonment	12·89	
Myohaung to Amarapura shore	6·00	
Mandalay shore line	2·50	
		577·39
		745·39

The mean mileage worked during 1894 was 732·48 miles, against 725·33 miles worked in the previous year. The increase was due to the opening on he 1st November 1894, of the Wuntho-Nankan section, 15·50 miles, and to the Meiktila branch, which was opened for traffic on the 10th May 1893, having been worked throughout the year under review.

General results. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week excluding steam-boat.	Percentage of net earnings on total capital outlay including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	725·33	1,939,743	67,22,507	44,80,015	22,42,492	66·64	178	3·55
1894	732·48	1,879,411	62,87,354	39,64,026	23,23,328	63·05	164	3·58
Increase or decrease	+7·15	—60,332	—4,35,153	—5,15,989	+80,836	—3·59	—14	+0·03
Percentage of increase or decrease	+0·99	—3·11	—6·47	—11·52	+3·60	...	—7·87	...

Gross earnings. The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1894.	Increase or decrease.
	₹	₹	₹
Coaching	37,31,619	33,04,584	—4,27,035
Goods	28,35,103	28,13,488	—21,615
Electric telegraph	21,295	20,661	—634
Steam-boat	24,372	48,062	+23,690
Sundries	1,10,118	1,00,559	—9,559
TOTAL	67,22,507	62,87,354	—4 35,153

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year .	19,518	85,892	213,546	1,74,799	6,374,125	33,00,923	6,607,189	35,61,614
1894 . .	17,733	78,780	223,085	1,65,688	6,304,502	28,99,043	6,545,320	31,43,511
Increase or decrease .	—1,785	—7,112	+9,539	—9,111	—69,623	—4,01,880	—61,869	—4,18,103

The decrease in the third class passenger traffic is explained to have been chiefly due to the prevailing low prices for paddy having impoverished the agricultural population and rendered them unable to travel themselves, or to offer employment to attract labour from upper to lower Burma.

The season in upper Burma, moreover, was a good one and local employment abundant.

The average sum received for carrying a passenger one mile amounted to 3·14 pies against 3·13 pies in the previous year.

The coaching earnings per passenger train-mile were ₹3·59 against ₹4·03.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year.

	Previous year.		1894.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise . . .	579,979	26,05,331	535,997	25,79,001	—44,072	—26,330
Military stores	1,803	43,092	1,072	25,469	—731	—17,623
Railway materials for construction (Home line only) . . .	37,798	12,469	63,920	28,688	+26,122	+16,219
Coal and coke for the public and foreign railways	568	413	650	361	+82	—52
Coal and coke for construction (Home line only) . . .	1,190	356	656	266	—534	—90
Coal and coke for revenue only .	25,117	23,309	29,891	29,836	+4,774	+6,527
Revenue stores other than coal and coke	189,773	93,693	162,752	1,00,141	—27,021	+6,448
Live-stock	2,297	45,455	2,435	43,567	+138	—1,888
Rents, miscellaneous, etc. . .	...	11,135	...	6,613	...	—4,522
Total .	838,525	28,35,253	797,283	28,13,942	—41,242	—21,311
Less—Outstandings, irrecoverable .	...	150	...	454	...	+304
Net Total .	838,525	28,35,103	797,283	28,13 488	—41,242	—21,615

The principal fluctuations under "General merchandise" were an increase of 22,970 tons and ₹70,192 in the traffic in grain and pulse, and a decrease of 52,162 tons and ₹73,779 in materials carried for the construction of the Mu Valley (state) railway. The increase in grain and pulse occurred chiefly in the paddy traffic.

The average sum received for carrying a ton of goods one mile amounted to 7·00 pies against 7·28 pies in the previous year.

The goods earnings per goods train-mile were ₹2·94 against ₹2·79.

Working expenses.

The following table shows the working expenses of the railway system during 1894 as compared with the previous year:

	Previous year.		1894.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹			
Maintenance of way, works and stations	16,12,322	23·98	11,79,099	18·75	−4,33,223	−5·23
Locomotive expenses	12,09,654	17·99	11,48,973	18·27	−60,681	+0·28
Carriage and wagon expenses	3,93,890	5·86	3,93,221	6·25	−669	+0·39
Traffic expenses	7,25,397	10·79	7,05,150	11·22	−20,247	+0·43
General charges	4,08,143	6·07	4,00,176	6·37	−7,967	+0·30
Steam-boat service	73,011	1·09	71,955	1·14	−1,056	+0·05
Special and miscellaneous expenditure	57,598	0·86	65,452	1·05	+7,854	+0·19
TOTAL	44,80,015	66·64	39,64,026	63·05	−5,15,989	−3·59

The decrease under the first head is explained to have been principally due to the expenditure on relaying of rails on the Irrawaddy line during the seasons of 1892-93 and 1893-94 having been charged in the accounts of the calendar year 1893, and to large credits during the year under review for the value of materials returned into stock; while that in the "Locomotive expenses" is attributed to the decrease in the train-mileage run and in the price of coal, as also to less repairs to locomotives.

Rates and fares.

The principal alterations in the goods rates will be found noted on page 159, Part I of the Administration report.

Rohilkund and Kumaon railway system (metre gauge).

23. The open mileages of the two sections of the railway system were as follows:

	Miles.
Company's section	53·92
Lucknow-Bareilly Railway, Government section	231·17

The mean mileage worked* during the year was 278·88 miles, against 275·18 worked during the previous year. The increase was due to the opening on the 1st April 1894 of 1·75 miles of line of the Lucknow-Bareilly railway from Bareilly junction to the grain mart at that station, and to a larger mileage of the Dudwa fair weather branch having been worked during the year under review.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.*	Train-mileage.	Gross earnings.	Working expenses.†	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mileage worked per week.	Percentage of net earnings on total capital outlay including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	275·18	451,402	11,54,786	6,95,821	4,58,965	60·26	81	4·38
1894	278·88	532,686	14,31,583	8,19,089	6,12,494	57·22	99	5·74
Increase or decrease	+3·70	+81,284	+2,76,797	+1,23,268	+1,53,529	−3·04	+18	+1·36
Percentage of increase	+1·34	18·01	23·97	17·72	33·45	...	22·22	...

* Reckons the Bareilly-Bhojeepura section (12 miles) of the Lucknow-Bareilly railway, which is also worked over by the company's section, twice over.

† Including contribution to the Provident Fund but excluding bonus to the fund.

The net earnings of the Company's section were ₹2,16,273 against ₹1,84,074 in the previous year, and those of the Lucknow-Bareilly section ₹3,96,221 against ₹2,74,891.

The divisible surplus profits of the Lucknow-Bareilly section for the first-half of 1894 amounted to ₹58,801 against ₹10,501 for the corresponding half of the previous year, resulting in an increase of ₹48,300. There were no surplus profits in the second-half of 1894, the net earnings amounting to ₹1,63,399 having fallen short of the interest charges by ₹9,884.

The net earnings of the Lucknow-Bareilly section after paying Company's share of surplus profits and interest charges showed a gain of ₹24,737 against a loss of ₹56,724 in the previous year.

Gross earnings.

The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1894.	Increase.
Coaching	5,34,481	5,41,969	7,488
Goods	4,88,684	7,54,782	2,66,098
Electric telegraph	5,716	6,775	1,059
Sundries	1,25,905	1,28,057	2,152
TOTAL	11,54,786	14,31,583	2,76,797

Coaching.—The number of passengers of the various classes carried including troops and police, and the earnings therefrom compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	4,006	29,669	13,765	52,647	8,403	6,970	1,024,489	3,81,258	1,050,663	4,70,544
1894	4,199	32,196	13,699	53,334	9,333	7,515	1,045,585	3,80,943	1,072,816	4,73,988
Increase or decrease	+193	+2,527	—66	+687	+930	+545	+21,096	—315	+22,153	+3,444

The increase in the number of third class passengers carried with a decrease in the earnings is attributed to the growth of short distance traffic.

The average sum received for carrying a passenger one mile amounted to 2·60 pies against 2·62 pies in the previous year.

The coaching earnings per passenger train-mile were ₹3·14 against ₹2·50.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1894.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	201,074	4,51,794	280,273	6,99,406	+79,199	+2,47,612
Military stores	686	4,561	583	4,203	—103	—358
Railway materials for construction (Home line only)	48,071	13,047	26,157	16,608	—21,914	+3,561
Coal and coke for the public and foreign railways	111	156	140	257	+29	+101
Coal and coke for construction (Home line only)	11	20	...	...	—11	—20
Coal and coke for revenue only	1,848	3,445	800	1,494	—1,048	—1,951
Revenue stores other than coal and coke	32,038	13,073	44,448	22,787	+12,410	+9,714
Live-stock	5	67	1	19	—4	—48
Rents, miscellaneous, etc.	...	2,532	...	10,008	...	+7,476
TOTAL	283,844	4,88,695	352,402	7,54,782	+68,558	+2,66,087
Less—Outstandings, irrecoverable	...	11	...	...	...	—11
NET TOTAL	283,844	4,88,684	352,402	7,54,782	+68,558	+2,66,098

During the year under review 30,895 tons of goods traffic of the Oudh and Rohilkhand (state) railway to and from the Punjab were specially diverted and carried *viâ* the Lucknow-Bareilly section in consequence of a break on the former line near Sháhjahánpur. The freight earned by the Lucknow-Bareilly section from this traffic amounted to ₹1,23,525.

Under "General merchandise" the principal increases were 18,749 tons and ₹1,01,492 in the traffic in grain and pulse, 23,320 tons and ₹71,905 in sugar, and 36,957 tons and ₹41,078 in stone and lime.

The increase in grain and pulse is stated to have been mainly due to the traffic of the Oudh and Rohilkhand (state) railway diverted *viâ* the Lucknow-Bareilly section referred to above.

The increase in sugar is explained to have been due to larger exports from stations on the Lucknow-Bareilly section to foreign railways *viâ* Lucknow, and that in stone and lime to the carriage of stone ballast for the Bareilly-Rámpur-Moradabad railway.

The average sum received for carrying a ton of goods one mile amounted to 5·60 pies against 6·43 pies in the previous year.

The goods earnings per goods train-mile were ₹2·10 against ₹2·05.

Working expenses.

The following table shows the working expenses of the railway system during 1894, as compared with the previous year:

	Previous year.		1894.		Increase in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations .	1,55,019	13·42	2,10,312	14·69	55,293	+1·27
Locomotive expenses .	1,66,498	14·42	1,90,716	13·32	24,218	—1·10
Carriage and wagon expenses . .	40,743	3·53	49,169	3·44	8,426	—0·09
Traffic expenses .	1,14,743	9·94	1,32,539	9·26	17,796	—0·68
General charges .	1,38,249	11·97	1,53,149	10·70	14,900	—1·27
Special and miscellaneous expenditure .	80,569	6·98	83,204	5·81	2,635	—1·17
TOTAL .	6,95,821	60·26	8,19,089	57·22	1,23,268	—3·04

The increase in the working expenses is explained to have been chiefly due to the larger outlay on renewal of sleepers on the Lucknow-Bareilly section, and to expenditure on the Sárda bridge approaches and Sárda pile bridge.

It is also partly attributed to the increase in the train-mileage run and to the payment of exchange compensation allowances.

Rates and fares.

During the year the following rates were brought into force for the carriage of coal, coke and patent fuel for the general public:

	Per maund per mile.
For consignments of less than 300 maunds . .	0·25 pie
For consignments of 300 maunds but less than 3000 maunds:	
(*a*) For all distances up to 400 miles inclusive . .	0·165 ,,
(*b*) For distances over 400 miles:—	
For first 400 miles	0·165 ,,
For the distance in excess of 400 miles . .	0·11 ,,
For consignments of 3,000 maunds and over:	
(*a*) For all distances up to 400 miles inclusive . .	0·15 ,,
(*b*) For all distances over 400 miles:	
For the first 400 miles	0·15 ,,
For the distance in excess of 400 miles . .	0·10 ,,

Bengal Dooars Railway (metre gauge.)

24. This railway was opened for traffic as under:

Main line—

East bank of the Teesta river to Mal Bazar—

	Miles.
For goods traffic, 15th January 1893 For passenger traffic, 1st November 1893	26·85
Mal Bazar to Dam Dim—	
For passenger and goods traffic, 16th June 1894	4·15
Branch—	
Lataguri to Ramshai—	
For goods traffic, 11th June 1893 For passenger traffic, 16th June 1894	5·40
TOTAL	36·40

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steamboat.	Percentage of net earning on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	28·84	26,672	1,14,812	51,132	63,680	44·54	69	3·44
1894	34·50	50,477	2,05,286	1,00,995	1,04,291	49·20	110	4·57
Increase	5·66	23,805	90,474	49,863	40,611	4·66	41	1·13
Percentage of increase	19·63	89·25	78·80	97·52	63·77	...	59·42	...

Gross earnings.

The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1894.	Increase or decrease.
	₹	₹	₹
Coaching	4,012	37,249	+33,237
Goods	98,263	1,52,837	+54,574
Electric telegraph	906	613	—293
Steam-boat (Ferry)	11,375	8,761	—2,614
Sundries	256	5,826	+5,570
TOTAL	1,14,812	2,05,286	+90,474

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom compare as follows:

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	107	381	154	368	...	...	7,293	2,689	7,554	3,438
1894	310	1,233	1,437	3,113	390	282	85,158	27,125	87,295	31,753
Increase	203	852	1,283	2,745	390	282	77,865	24,436	79,741	28,315

The increases shown in the above table may be generally ascribed to the larger mileage open for passenger traffic during the year under review.

The average sum received for carrying a passenger one mile amounted to 3·41 pies against 3·71 pies in the previous year.

The coaching earnings per passenger train-mile were R1·70 against R2·58.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year :

	Previous year.		1894.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	11,001	89,737	17,534	1,37,230	+6,533	+47,493
Railway materials for construction (Home line only)	15,860	4,452	36,197	9,638	+20,337	+5,186
Coal and coke for the public and foreign railways	606	3,256	1,213	4,690	+607	+1,434
Revenue stores other than coal and coke	2,166	608	...	...	—2,166	—608
Rents, miscellaneous, etc.	...	210	...	1,279	...	+1,069
TOTAL	29,633	98,263	54,944	1,52,837	+25,311	+54,574

The increases shown in the above table may be ascribed generally to the increase in the mean mileage worked.

The average sum received for carrying a ton of goods one mile amounted to 24·73 pies against 29·31 pies in the previous year.

The goods earnings per goods train-mile were R5·35 against R3·91.

Working expenses

The following table shows the working expenses of the railway during 1894, as compared with the previous year.

	Previous year.		1894.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works, and stations	(a)	...	6,086	2·96	+6,086	+2·96
Locomotive expenses	14,616	12·73	24,919	12·14	+10,303	—0·59
Carriage and wagon expenses	1,193	1·04	3,548	1·73	+2,355	+0·69
Traffic expenses	18,028	15·70	20,308	9·89	+2,280	—5·81
General charges	6,485	5·65	25,462	12·40	+18,977	+6·75
Steam-boat service (Ferry)	9,870	8·60	20,044	9·77	+10,174	+1·17
Special and miscellaneous expenditure	940	0·82	628	0·31	—312	—0·51
TOTAL	51,132	44·54	1,00,995	49·20	+49,863	+4·66

The increases in the working expenses may be ascribed to the increase in the mean mileage worked.

(*a*) R6,041 charged to capital by the Board.

Dibru-Sadiya Railway (metre gauge.)

25. The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	77·50	204,569	5,12,098	3,59,126	1,52,972	70·13	127	2·13
1894	77·50	184,416	5,31,645	3,35,913	1,95,732	63·18	132	2·69
Increase or decrease	...	—20,153	+19,547	—23,213	+42,760	—6·95	+5	+0·56
Percentage of increase or decrease	...	—9·85	+3·82	—6·46	+27·95	...	+3·94	...

Under terms of the contract for the construction and maintenance of this line, the Government of India pays to the Assam Railways and Trading Company an annual subsidy equal to such sum as, with the net earnings, will yield a dividend of 5 per cent. per annum on the capital outlay on the main line and branches, the subsidy being limited, however, to a maximum payment in any year of ₹1,00,000. The net earnings of the year ended the 30th June 1894, ₹1,61,234, having fallen short of the interest charges, ₹4,24,368, by ₹2,63,134, the maximum subsidy of ₹1,00,000 was paid to the Company.

The following table shows the gross earnings under main heads as compared with the previous year:

Gross earnings.

	Previous year.	1894.	Increase or decrease.
	₹	₹	₹
Coaching	92,206	1,05,458	+13,252
Goods	3,89,772	4,01,828	+12,056
Electric telegraph	9,985	11,997	+2,012
Sundries	20,135	12,362	—7,773
TOTAL	5,12,098	5,31,645	+19,547

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	3,695	8,364	2,333	3,160	141,013	67,277	147,041	78,801
1894	3,802	9,008	2,413	3,355	167,279	77,176	173,494	89,539
Increase	107	644	80	195	26,266	9,899	26,453	10,738

The improvement shown in the table above is mainly ascribed to general development of the passenger traffic.

The average sum received for carrying a passenger one mile amounted to 4·48 pies against 4·50 pies in the previous year.

The coaching earnings per passenger train-mile were R2·79 against R2·44.

The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

Goods.

	Previous year.		1894.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	33,308	1,98,075	31,962	2,05,273	—1,346	+7,198
Coal and coke for the public and foreign railways	158,320	1,87,680	162,358	1,92,886	+4,038	+5,206
Revenue stores other than coal and coke	13,512	2,975	8,560	2,562	—4,952	—413
Live-stock	53	540	106	1,222	+53	+682
Rents, miscellaneous, etc.	...	502	...	—115	...	—617
TOTAL	205,193	3,89,772	202,986	4,01,828	—2,207	+12,056

The principal fluctuations under "General merchandise" were increases of 887 tons and R8,295, and 707 tons and R6,396 in the traffic in grain and pulse and metals, respectively, and a decrease of 2,855 tons and R3,772 in timber.

The increase in grain and pulse is explained to have been due to the increased demand for rice, etc., by tea gardens and the public, and that in metals is principally accounted for by the carriage of machinery and oil tanks, etc., for petroleum operations.

The decrease in timber is attributed to the closing of the Bokel garden sawmill.

The increase under "Coal and coke for the public and foreign railways" is said to have been due to the increased demand for Makum coal by the public.

The average sum received for carrying a ton of goods one mile amounted to 6·84 pies against 6·66 pies in the previous year.

The goods earnings per goods train-mile were R2·74 against R2·34.

The following table shows the working expenses of the railway during 1894 as compared with the previous year:

Working expenses.

	Previous year.		1894.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Percentage on gross earnings.	Amount.	Percentage on gross earnings.		
	R		R			
Maintenance of way, works and stations	1,22,176	23·86	94,754	17·82	—27,422	—6·04
Locomotive expenses	71,606	13·98	68,515	12·89	—3,091	—1·09
Carriage and wagon expenses	45,289	8·84	53,513	10·06	+8,224	+1·22
Traffic expenses	38,792	7·58	36,900	6·94	—1,892	—0·64
General charges	79,930	15·61	80,707	15·18	+777	—0·43
Special and miscellaneous expenditure	1,333	0·26	1,524	0·29	+191	+0·03
TOTAL	3,59,126	70·13	3,35,913	63·18	—23,213	—6·95

The decrease under the first head is explained to have been due to the appointment of a Superintendent of Way and Works on a smaller salary, to the reduction of establishment, to the sale of old rails and materials to the public, and to the smaller renewals of sleepers.

The increase in the "Carriage and wagon expenses" is accounted for by heavy repairs to the vehicles, chiefly goods stock.

The Gaekwar's Mehsâna Railway (metre gauge.)

26. The following table shows the general results of the year's working as compared with those of the previous year.:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	92·63	101,374	3,36,860	1,38,608	1,98,252	41·15	70	6·55
1894	92·63	118,972	3,79,972	1,43,585	2,36,387	37·79	79	7·64
Increase or decrease	...	+17,598	+43,112	+4,977	+38,135	—3·36	+9	+1·09
Percentage of increase	...	17·36	12·80	3·59	19·24	...	12·86	...

The following table shows the gross earnings under main heads as compared with those of the previous year:

Gross earnings.

	Previous year.	1894.	Increase.
	R	R	R
Coaching	1,50,621	1,62,456	11,835
Goods	1,84,607	2,14,766	30,159
Electric telegraph	1,622	2,658	1,036
Sundries	10	92	82
TOTAL	3,36,860	3,79,972	43,112

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
Previous year	388	756	3,295	2,039	569,902	1,38,414	573,585	1,42,109
1894	343	743	3,177	2,752	619,148	1,49,679	622,668	1,53,174
Increase or decrease	—45	—13	—118	—187	+49,246	+11,265	+49,083	+11,065

The improvement in the third class passenger traffic is ascribed to ordinary development.

The average sum received for carrying a passenger one mile amounted, as in the previous year, to 2·29 pies.

The coaching earnings per passenger train-mile were R2·96 against R3·18.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1894.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	132,648	1,83,602	158,164	2,12,158	+25,516	+28,556
Military stores	3	8	1	5	—2	—3
Railway materials for construction (Home line only)	36	15	4,005	1,037	+3,969	+1,022
Coal and coke for the public and foreign railways	11	22	24	43	+13	+21
Revenue stores other than coal and coke	22	6	423	210	+401	+204
Live-stock	322	814	362	531	+40	—283
Rents, miscellaneous, etc.	...	691	...	782	...	+91
TOTAL	133,042	1,85,158	162,979	2,14,766	+29,937	+29,608
Less—Outstandings irrecoverable	...	551	...	...	...	—551
NET TOTAL	133,042	1,84,607	162,979	2,14,766	+29,937	+30,159

The principle increases under "General merchandise" were 5,038 tons and ₹5,445 in the traffic in grain and pulse other than wheat, 8,935 tons and ₹9,410 in oil-seeds, and 7,569 tons and ₹8,224 in salt.

The average sum received for carrying a ton of goods one mile amounted to 7·81 pies against 8·23 pies in the previous year.

The goods earnings per goods train-mile were ₹3·35 against ₹3·41.

Working expenses. The following table shows the working expenses of the railway during 1894 as compared with the previous year:

	Previous year.		1894.		Increase or decrease in amount.	Decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	23,468	6·97	23,739	6·25	+271	0·72
Locomotive expenses	57,975	17·21	60,568	15·94	+2,593	1·27
Carriage and wagon expenses	14,175	4·21	14,890	3·92	+715	0·29
Traffic expenses	22,483	6·67	23,250	6·12	+767	0·55
General charges	17,728	5·26	18,702	4·92	+974	0·34
Special and miscellaneous expenditure	2,779	0·83	2,436	0·64	—343	0·19
TOTAL	1,38,608	41·15	1,43,585	37·79	+4,977	3·36

As the working expenses are based on the same percentage of expenses on the gross earnings as obtains on the Rajputana-Malwa and the Gaekwar's Mehsána railways, no explanation of the fluctuations under the several abstracts is necessary.

Jodhpore-Bickaneer Railway system (metre gauge).

27. The open mileages of the two sections were as follows:—

	Miles.
Jodhpore section	320·50
Bickaneer section	43·50

The mean mileage worked during 1894 was 364·00 miles, against 349·80 miles worked in the previous year, the increase being due to the Merta road-Kuchámán road branch of the Jodhpore section, 73 miles, which was opened for public traffic on the 13th March 1893, having been worked throughout the year under review as against a portion only of the previous year.

General results.

The following table shows the general results of the year's working, as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	349·80	320,423	8,98,490	4,38,860	4,59,630	48·84	49	6·18
1894	364·00	364,612	11,61,429	4,51,609	7,09,820	38·88	61	9·57
Increase or decrease	+14·20	+44,189	+2,62,939	+12,749	+2,50,190	—9·96	+12	+3·39
Percentage of increase	4·06	13·79	29·26	2·91	54·43		24·49	...

Gross earnings.

The following table shows the gross earnings under main heads, as compared with the previous year:

	Previous year.	1894.	Increase or decrease.
	₹	₹	₹
Coaching	4,16,862	4,92,334	+75,472
Goods	4,53,505	6,47,012	+1,93,507
Electric telegraph	20,296	19,262	—1,034
Sundries	7,827	2,821	—5,006
TOTAL	8,98,490	11,61,429	+2,62,939

Coaching.—The number* of passengers of the various classes carried, including troops and police, and the earnings therefrom compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	1,092	7,228	5,166	10,430	637,949	3,54,252	644,207	3,71,910
1894	1,172	8,613	7,743	13,126	741,246	4,26,364	750,161	4,48,103
Increase	80	1,385	2,577	2,696	103,297	72,112	105,954	76,193

The increase in the passenger traffic is ascribed to ordinary development.

The average sum received for carrying a passenger one mile amounted to 2·08 pies, against 2·07 pies in the previous year.

The coaching earnings per passenger train-mile were ₹2·95, against ₹2 68.

* Numbers shown count through passengers over the two sections twice over.

Goods.— The following is a summary of the tonnage* of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1894.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	76,164	4,23,802	104,132	6,30,513	+27,968	+2,06,711
Military stores	15	214	16	254	+1	+40
Railway materials for construction (Home line only)	32,270	15,338	440	223	—31,830	—15,115
Coal and coke for the public and foreign railways	183	1,235	179	785	—4	—450
Coal and coke for construction (Home line only)	12	28	...	...	—12	—28
Coal and coke for revenue only	3,909	6,892	4,792	8,948	+883	+2,056
Revenue stores other than coal and coke	3,253	3,640	2,882	2,708	—371	—932
Live-stock	48	543	64	917	+16	+374
Rents, miscellaneous, etc.	...	1,813	...	2,664	...	+851
TOTAL	115,854	4,53,505	112,505	6,47,012	—3,349	+1,93,507

The improvement under "General merchandise" is stated to have been chiefly due to the increase in outward traffic in salt from Pachpadra, and in the inward traffic in sugar to that station.

The average sum received for carrying a ton of goods one mile amounted to 9·88 pies, against 10·17 pies in the previous year.

The goods earnings per goods train-mile were ₹3·27, against ₹2·82.

Working expenses.

The following table shows the working expenses of the railway system during 1894, as compared with the previous year:

	Previous year.		1894.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	1,39,851	15·56	1,17,754	10·14	—22,097	—5·42
Locomotive expenses	1,79,239	19·95	2,04,388	17·60	+25,149	—2·35
Carriage and wagon expenses	23,139	2·58	15,401	1·32	—7,738	—1·26
Traffic expenses	58,034	6·46	62,502	5·38	+4,468	—1·08
General charges	37,419	4·16	40,456	3·48	+3,037	—0·68
Special and miscellaneous expenditure	1,178	0·13	11,108	0·96	+9,930	+0·83
TOTAL	4,38,860	48·84	4,51,609	38·88	+12,749	—9·96

The decrease under the first head is explained to have been chiefly due to smaller outlay on maintenance and renewal of permanent-way on the Jodhpore section.

Bhávnagar-Gondal-Junágarh-Porbandar, including the Jetalsar-Rájkot Railway (metre guage).

28. The mean mileage worked during the year was 380·21 miles against 366·99 miles worked during the previous year, the increase being principally due to the Jetalsar-Rájkot railway, 46·23 miles, which was opened for public traffic on the 12th April 1893, having been worked throughout the year under review as against a portion only of the previous year.

* Tonnage shown counts through traffic over the two sections twice over.

General results.

The following table shows the general results of the year's working of the railway system as compared with those of the previous year:

	Mean mileage worked*	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage† of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	366·99	600,196	21,32,935	11,93,331	9,39,604	55·95	1 12	5·03
1894	380·21	576,330	19,95,843	11,43,356	8,52,487	57·29	101	4·52
Increase or decrease	+13·22	—23,866	—1,37,092	—49,975	—87,117	+1·34	—11	—0·51
Percentage of increase or decrease	+3·60	—3·98	—6·43	—4·19	—9·27	...	—9·82	...

Gross earnings.

The following table shows the gross earnings of the railway system under main heads as compared with the previous year:

	Previous year.	1894.	Decrease.
	₹	₹	₹
Coaching	11,00,040	10,65,430	34,610
Goods	9,77,770	8,88,872	88,898
Electric telegraph	21,046	16,605	4,441
Sundries	34,079	24,936	9,143
TOTAL	21,32,935	19,95,843	1,37,092

Coaching.—The number of passengers of the various classes carried on the Bhávnagar-Gondal-Junágarh-Porbandar railway, including troops and police and season tickets, and the earnings therefrom compare as follows:

	First class.		Second class		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	5,029	17,750	31,834	41,671	1,555,281	8,96,853	1,592,144	9,56,274
1894	4,395	15,517	34,185	42,613	1,576,972	8,33,147	1,615,552	8,91,277
Increase or decrease	—634	—2,233	+2,351	+942	+21,691	—63,706	+23,408	—64,997

The increase in the number of third class passengers carried with a decrease in the earnings is explained to have been due to the average distance travelled having been greater in the previous year.

The average sum received for carrying a passenger one mile amounted to 2·86 pies against 2·85‡ pies in the previous year.

* Including 4·50 miles of quarry and dock estates lines.
† Based on outlay excluding expenditure on quarry and dock estates lines.
‡ Bhávnagar-Gondal-Junágarh-Porbandar railway only.

The coaching earnings per passenger train-mile were R3 37 against 3·51.*

Goods.—The following is a summary of the tonnage of goods lifted on the Bhávnagar-Gondal-Junágarh-Porbandar railway and the earnings therefrom as compared with the previous year:

	Previous year.		1894.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	195,222	9,10,930	185,058	8,11,593	—10,164	—99,337
Military stores	...	...	1	15	+1	+15
Railway materials for construction (Home line only)	3,914	2,655	10,589	6,954	+6,675	+4,299
Coal and coke for the public and foreign railways	2,152	6,278	3,461	11,279	+1,309	+5,001
Coal and coke for construction (Home line only)	759	112	348	78	—411	—34
Coal and coke for revenue only	8,417	14,792	4,733	5,640	—3,684	—9,152
Revenue stores other than coal and coke	19,610	21,074	19,786	15,605	+176	—5,469
Live-stock	66	1,087	139	1,566	+73	+479
Rents, miscellaneous, etc.	...	890	...	908	...	+18
TOTAL	230,140	9,57,818	224,115	8,53,638	—6,025	—1,04,180

The principal decrease of 15,658 tons and R1,08,380 under "General merchandise" occurred in the traffic in raw cotton, and is stated to have been due to the season of 1893 having been an exceptionally good one.

The average sum received for carrying a ton of goods one mile amounted to 10·50 pies against 11·11* pies in the previous year.

The goods earnings per goods train-mile were R3·42 against R3·37.*

Working expenses.

The following table shows the working expenses of the railway system during 1894 as compared with the previous year:

	Previous year.		1894.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	4,30,759	20·20	4,03,813	20·23	—26,946	+0·03
Locomotive expenses	3,06,007	14·35	2,88,653	14·46	—17,354	+0·11
Carriage and wagon expenses	54,717	2·56	57,923	2·90	+3,206	+0·34
Traffic expenses	1,92,342	9·02	2,04,778	10·26	+12,436	+1·24
General charges	1,74,755	8·19	1,95,478	9·80	+20,723	+1·61
Special and miscellaneous expenditure	34,751	1·63	—7,289	—0·36	—42,040	—1·99
TOTAL	11,93,331	55·95	11,43,356	57·29	—49,975	+1·34

The decrease under the first head is stated to have resulted from the smaller renewals of sleepers and repairs of flood damages, and that under "Locomotive expenses" from the smaller train-mileage run.

The increase under "General charges" is explained to have been principally due to the payment of exchange compensation allowances, to increases in salaries, and to the Manager's pay not having been charged to the railway in 1893 when on leave in England.

The decrease in the "Special and miscellaneous expenditure" is accounted for by the adjustment of the special item of R36,823 in the accounts for the half-year ending 30th June 1894, in connection with the closing of the "Leave and Police Pension Allowance Fund".

* Bhávnagar-Gondal-Junágarh-Porbandar railway only.

CHAPTER V.

SCHOOLS AND FINE FUNDS.

SECTION I.—SCHOOLS.

In the following statements are given details of the number of children of railway employés, and also of apprentices and workmen attending schools, together with information regarding the Government grants, railway grants, average school fees and annual expenditure for the calendar year 1894 :

STATEMENT No. 5.

Railway schools.

Serial number.	Railway.	Number of schools.	Attendance. Children. Number on the rolls.	Attendance. Children. Average daily attendance.	Attendance. Apprentices and workmen. Number on the rolls.	Attendance. Apprentices and workmen. Average daily attendance.	Annual contributions. Government grant.	Annual contributions. Railway grant.	Annual contributions. School fees.	Annual contributions. Total.	Annual expenditure.
	Standard gauge. State lines worked by companies.						₹	₹	₹	₹	₹
I	East Indian { European	(a) 15	535	467	34	31	11,507	(b)19,976	39,264	(c) 72,401	69,653
	Native	57	2,287	1,754	1,403	743	3,950	4,899	11,084	(d)21,770	21,062
II	Bengal-Nágpur	4	65	46	...	...	...	2,000	749	2,749	2,553
III	Indian Midland	2	51	40	...	...	...	1,800	502	2,302	1,772
	State lines worked by the State.										
X	North Western (state) { European	2	54	41	26	24	1,231	1,380	741	3,352	3,124
	Native (e)	22	100	81	1,099	428	...	6,036	93	6,129	5,083
XII	Oudh & Rohilkhand (state) { European	2	27	23	...	...	567	765	712	2,044	1,332
	Native	2	63	26	57	18	...	306	...	306	306
XIII and XLVII	Eastern Bengal (state) (f)	5	19	16	167	64	...	1,042	...	1,042	1,042
	Lines worked by guaranteed companies.										
XXII	Great Indian Peninsula	(g) 7	267	206	...	...	3,605	13,580	(h)2,565	19,750	15,502
XXIII	Bombay, Baroda and Central India	3	110	104	...	...	1,461	3,311	2,276	7,048	5,177
XXIV	Madras (European)	7	416	330	...	...	2,674	9,618	3,738	16,030	(i)17,162
	Metre gauge. State lines worked by companies.										
XXXVII	Bengal and North-Western— Tirhoot section / Company's section	3	51	48	...	...	...	2,040	617	2,657	2,277
XXXIX	Rajputana-Malwa	(j) 9	299	257	39	34	3,318	16,947	11,077	31,342	(k)32,193
XLI	Southern Mahratta	2	54	43	...	...	(l) 279	(m)1,625	637	(n)2,577	2,508
XLIII	Southern Mahratta (Mysore section)	1	23	11	...	...	...	370	112	482	525
	State line worked by the State.										
XLVIII	Burma (state)	1	...	...	28	28	600	...	336	936	936
	Line owned and worked by native states.										
LXII	Bhávnagar-Gondal-Junágarh-Porbandar (o)	1	28	24	...	...	239	600	603	1,442	1,484
	Total	145	4,449	3,517	2,853	1,370	29,431	86,295	75,106	(p) 1,94,359	1,83,691

(a) Including the joint railway schools at Gháziabad, Aligarh, and Moghal Sarai.
(b) Including ₹300 and ₹389 received from the Oudh and Rohilkhand (state) railway for the joint railway schools at Aligarh and Moghal Sarai, respectively, ₹405 received from the North Western (state) railway for the joint railway school at Gháziabad, and ₹8,833 being interest on the Mussoorie school endowment.
(c) Including ₹1,137 collected from other sources, and ₹517, the amount of the bill for December 1894, payable by the North Western (state) railway to the East Indian railway on account of the "Oakgrove" school at Mussoorie.
(d) Including ₹1,837 collected from other sources.
(e) Including the Colliery school at Dandot.
(f) Including the Bengal Central railway.
(g) Including the joint railway school at Khandwa, which is also included in the number of schools shown against the Rajputana-Malwa railway.
(h) Including fees from children of non-railway employés attending the joint railway school at Khandwa.
(i) The expenditure on the joint railway school at Ráichúr is divided between the Great Indian Peninsula and the Madras railways.
(j) Including the joint railway school at Khandwa, which is also included in the number of schools shown against the Great Indian Peninsula railway.
(k) The excess expenditure was met from balances in hand, as also from fees recovered from children of non-railway employés and recoveries from other sources.
(l) This does not include ₹227 the Government grant earned by the Hubli railway school, as the amount was not paid by the close of the year.
(m) Including ₹375, being the amount of grant for new furniture.
(n) Including ₹36, interest on money in the Postal Savings Bank, etc
(o) Including the Jetalsar-Rájkot railway.
(p) See foot-notes (c), (d), and (n).

STATEMENT NO. 6.

Local and district schools.

Serial number.	Railway.	Number of schools.	Average daily attendance.		Annual railway grant.
			Children.	Apprentices and workmen.	
	STANDARD GAUGE.				₹
	State lines worked by companies.				
I	East Indian	2	187	...	1,224
II	Bengal-Nágpur	2	73	...	600
	State lines worked by the State.				
X	North Western (state)	(*a*) 15	253	...	9,737
XII	Oudh and Rohilkhand (state)	(*b*) 12	113	...	3,935
XIII and XLVII	Eastern Bengal (state) (*c*)	11	376	...	3,186
	Lines worked by guaranteed companies.				
XXII	Great Indian Peninsula	5	(*d*)	...	1,867
XXIII	Bombay, Baroda and Central India	18	50	...	(*e*) 3,665
	METRE GAUGE.				
	State lines worked by companies.				
XXXVII	Bengal and North-Western—				
	Tirhoot section	2	39	...	324
	Company's section				
XXXIX	Rajputana-Malwa	8	393	...	2,993
	State line worked by the State.				
XLVIII	Burma (state)	11	83	...	2,097
	Assisted companies.				
LII	Rohilkund and Kumaon (Company's section) (*f*)	1	5	...	50
* LIV	Dibru-Sadiya	1	...	...	120
	TOTAL	88	1,572	...	29,798

(*a*) Excluding the "Oakgrove" school at Mussoorie and the joint railway school at Gháziabad which receive contributions from the North Western (state) railway. The particulars regarding these schools are included with railway schools of the East Indian railway.

(*b*) Excluding the joint railway schools at Aligarh and Moghal Sarai which receive contributions from the Oudh and Rohilkhand (state) railway. The particulars regarding these schools are included with railway schools of the East Indian railway.

(*c*) Including the Bengal Central railway.

(*d*) Information not furnished; the number on the rolls was 222.

(*e*) Including boarding.

(*f*) Including the Lucknow-Bareilly section. The particulars shown are for three months only.

SECTION II.—FINE FUNDS.

2. The following table exhibits the transactions of the Fine Funds during 1894-95 on state railways worked by the State.

It will be seen that the assets of the funds including the balance at the close of the previous year, amounted to ₹1,16,591, the expenditure to ₹39,107, and the balance at the close of the year to ₹77,484:

STATEMENT NO. 7.

Serial number.	Railway.	Receipts.				Expenditure.			Balance at the end of 1894-95.
		Balance on the 1st April 1894.	Fines.	Interest.	Total.	Disbursements.	Refunds.	Total.	
	State lines worked by the State.	₹	₹	₹	₹	₹	₹	₹	₹
X	North Western (state)	9,920	16,361	436	(*a*)27,277	13,820	174	13,994	13,283
XII	Oudh and Rohilkhand (state)	61,135	2,912	1,769	65,816	7,347	20	7,367	(*b*) 58,449
XIII and XLVII	Eastern Bengal (state)	(*c*) 1,874	7,632	24	9,530	7,671	906	8,577	953
XVI	East Coast (state)	(*c*)393	1,232	23	1,648	529	49	578	1,070
XLVIII	Burma (state)	4,665	6,530	131	11,326	8,452	(*d*) 139	8,591	2,735
LXVIII	Jorhát (state)	596	103	20	719	...	...	...	719
	Cherra-Companyganj (state)	217	50	8	275	...	...	...	275
	TOTAL	(*c*)78,800	34,820	2,411	(*a*) 1,16,591	37,819	1,288	39,107	77,484

(*a*) Including ₹560 on account of advances recovered.

(*b*) As explained in previous reports, this large balance is due to ₹70,760 having been taken over by Government from the Oudh and Rohilkhand Guaranteed Railway Company.

(*c*) The difference between the opening balance on the 1st April 1894 and the closing balance shown in the last report is due to adjustments after the submission of the statement of the transactions of the Fine Fund for 1893-94.

(*d*) Including miscellaneous adjustments.

The expenditure of the year is made up of—

Dibursements	37,819
Refunds	1,288
TOTAL .	39,107

3. Some details of the disbursements are given in the following statement:

Serial number.	RAILWAY.	Hospitals for sick employés.	Compassionate allowances.	Schools.	Institutes, reading rooms and libraries.	Railway gardens.	Sports.	Volunteers.	Miscellaneous.
	State lines worked by the State.	₹	₹	₹	₹	₹	₹	₹	₹
X	North Western (state)	100	162	7,091	1,411	...	1,042	...	4,014
XII	Oudh and Rohilkhand (state) . .	...	35	873	347	...	...	...	6,092
XIII and XLVII	Eastern Bengal (state)	...	429	3,381	3,135	...	594	...	132
XVI	East Coast (state) .	...	...	...	...	...	...	324	205
XLVIII	Burma (state) . .	...	100	2,112	3,716	240	1,270	775	239

Calcutta, the 14th December 1895.

T. GRACEY, *Col., R.E.*,
Director General of Railways.

APPENDIX A.

INDIAN RAILWAYS.

Statistics of their working for the half-years ended the 30th June and the 31st December 1894.

PART I.

SUMMARY OF THE REVENUE ACCOUNTS.

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APPENDIX

STATISTICS OF INDIAN RAILWAYS.

PART I.

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1894.

GENERAL RESULTS.

Serial Number.	Railway.	1894.	Capital expended.(a)	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
			£	Miles.	Miles.	£	£	£
	STANDARD GAUGE.							
I	East Indian	1st half	36,63,26,035	(b) 1,661	5,330,631	2,83,04,393	83,74,572	1,99,29,821
		2nd half	36,71,66,405	(b) 1,688¼	5,018,001	2,43,85,093	75,20,565	1,68,64,528
		Total and average	36,71,66,405	(b) 1,674⅝	10,357,632	5,26,89,486	15,895,137	3,67,94,349
II	Bengal-Nágpur	1st half	9,51,70,627	(c) 862⅔	883,705	42,37,728	16,82,734	25,54,994
		2nd half	9,53,27,024	(c) 862⅓	723,904	24,52,919	17,49,499	7,03,420
		Total and average	9,53,27,024	(c) 862½	1,607,609	66,90,647	34,32,233	32,58,414
III	Indian Midland	1st half	8,59,60,847	(d) 696⅔	726,813	28,56,189	16,27,720	12,28,469
		2nd half	8,62,43,319	(d) 696¾	643,533	23,65,843	13,91,978	9,73,865
		Total and average	8,62,43,319	(d) 696¾	1,370,346	52,22,032	30,19,698	22,02,334
IV	Bhopal-Itársi (British section)	1st half	20,93,293	13	29,281	93,421	57,325	36,096
		2nd half	21,71,496	13	25,545	68,216	42,858	25,358
		Total and average	24,71,496	13	54,826	1,61,637	1,00,183	61,454
V	Godhra-Rutlam	1st half	(e) 1,39,12,276	37¾	(f) 15,043	66,143	23,820	42,323
		2nd half	1,48,91,788	72¼	49,908	2,36,518	99,183	1,37,335
		Total and average	1,48,91,788	55	64,951	3,02,661	1,23,003	1,79,658
VI	Wardha Coal	1st half	49,87,689	45	59,701	(g) 70,819	(h)743	70,076
		2nd half	49,87,689	45	48,515	(g) 19,956	(h)743	19,213
		Total and average	49,87,689	45	108,216	(g)90,775	(h)1,486	89,289
VII	Dhond-Manmád	1st half	1,11,79,715	145⅔	258,960	(g)2,11,678	(h)6,470	2,05,208
		2nd half	1,12,30,763	145⅓	264,478	(g) 1,83,264	(h)6,478	1,76,786
		Total and average	1,12,10,763	145½	523,438	(g)3,94,942	(h) 12,948	3,81,994
	Bezwada extension	1st half	14,26,902	21½	12,142	(g) 22,787	...	22,787
		2nd half	14,26,902	21½	18,946	(g) 48,483	...	48,483
		Total and average	14,26,902	21½	31,088	71,270	...	71,270
X	North Western (state)	1st half	(i)41,24,63,749	(j)2,435	4,723,563	1,65,73,645	(k)1,01,41,998	64,31,647
		2nd half	(i)41,29,41,869	(j)2,436½	4,401,237	1,57,40,452	(l) 93,46,918	63,93,534
		Total and average	41,29,41,869	(j)2,435¾	9,124,800	3,23,14,097	1,94,88,916	1,28,25,181
XI	Hyderabad-Shadipalli	1st half	16,96,397	59	38,138	84,603	58,758	25,845
		2nd half	17,15,512	59	26,470	60,620	50,403	10,217
		Total and average	17,15,512	59	64,608	1,45,223	1,09,161	36,062
XII	Oudh and Rohilkhand (state)	1st half	10,00,60,008	748½	1,492,933	55,81,411	23,88,710	31,92,701
		2nd half	10,06,10,377	796½	1,568,620	49,37,425	23,93987	25,43,438
		Total and average	10,06,10,377	772½	3,061,553	1,05,18,836	47,82,697	57,36,139
XIII	Eastern Bengal (state)	1st half	5,76,26,022	248½	750,066	33,37,758	16,28,576	17,09,182
		2nd half	5,77,10,480	248½	958,071	50,34,085	17,47,723	32,86,362
		Total and average	5,77,10,480	248½	1,708,137	83,71,843	33,76,299	49,95,544
	TOTAL STANDARD GAUGE carried over.	1st half	1,15,29,03,560	6,973¾	14,329,976	6,14,40,575	2,59,91,426	3,54,49,149
		2nd half	1,15,64,03,624	7,085	13,747,228	5,55,32,874	2,43,50,335	3,11,82,539
		Total and average	1,15,64,03,624	7,029½	28,077,204	11,69,73,449	5,03,41,761	6,66,31,688

(a) Capital expended on open mileage charged to final heads, including steamboat and rolling-stock, but excluding suspense items.
(b) Including 1 mile of the Rajputana-Malwa railway and 23·24 miles of the Eastern Bengal (state) railway, worked over.
(c) Including 0·80 mile of the East Indian railway and 0·65 mile of the Great Indian Peninsula railway, worked over.
(d) Including 15·30 miles of the East Indian, 2·80 miles of the Rajputana-Malwa, 1 mile of the Oudh and Rohilkhand (state), and 0·13 mile of the Great Indian Peninsula railway, worked over.
(e) Including outlay on lines under construction, as the capital expenditure on lines open for traffic is not shown separately.
(f) Excluding 61,638 miles run by contractor's trains on unopen portion of the line.
(g) Representing the amount received as rent for the lease of this line.
(h) Expenditure incurred direct by the State.
(i) Excluding expenditure on gradient improvement works.
(j) Including 13 miles, Ghaziabad to Delhi, worked over.
(k) Including R7,980 on account of rent of leased line.
(l) Including R9,575 on account of rent of leased line.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1894—continued.

GENERAL RESULTS—*continued.*

Serial Number.	Railway.	1894.	Capital expended.*	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
	STANDARD GAUGE—*contd.*		₹	Miles.	Miles.	₹	₹	₹
	Brought forward STANDARD GAUGE.	1st half	1,15,29,03,560	6,973¾	14,329,976	6,14,40,575	2,59,91,426	3,54,49,149
		2nd half	1,15,64,03,624	7,085	13,747,228	5,55,32,874	2,43,50,335	3,11,82,539
		Total and average	1,15,64,03,624	7,029½	28,077,204	11,69,73,449	5,03,41,761	6,66,31,688
XIV	Bengal Central	1st half	1,00,31,176	125	148,016	4,08,991	2,49,433	1,59,558
		2nd half	1,00,62,819	125	157,610	4,11,188	2,50,253	1,60,935
		Total and average	1,00,62,819	125	305,626	8,20,179	4,99,686	3,20,493
XV	Calcutta Port Commissioners'	1st half	58,79,200	6¼	(*a*)	1,50,913	93,803	57,110
		2nd half	58,79,200	6¼	(*a*)	1,72,459	91,514	80,945
		Total and average	58,79,200	6¼	(*a*)	3,23,372	1,85,317	1,38,055
XVI	East Coast (state)	1st half	2,97,68,390	265¾	256,626	7,37,891	7,10,185	27,706
		2nd half	3,06,57,378	315¾	265,903	7,42,787	6,19,572	1,23,215
		Total and average	3,06,57,378	290¾	522,529	14,80,678	13,29,757	1,50,921
XXII	Great Indian Peninsula	1st half	27,32,99,893	1,287	4,944,444	2,30,75,593	(*b*)1,02,79,652	1,27,95,941
		2nd half	27,37,74,124	1,287	3,563,972	1,31,98,703	(*c*) 96,11,704	35,86,999
		Total and average	27,37,74,124	1,287	8,508,416	3,62,74,296	1,98,91,356	1,63,82,940
XXIII	Bombay, Baroda and Central India.	1st half	9,53,63,248	461	1,350,722	95,95,287	29,75,754	66,19,533
		2nd half	9,58,99,760	461	1,112,959	63,53,196	28,00,028	35,53,168
		Total and average	9,58,99,760	461	2,463,681	1,59,48,483	57,75,782	1,01,72,701
XXIV	Madras	1st half	11,75,97,149	839¼	1,283,661	51,73,932	26,81,594	24,92,338
		2nd half	11,77,41,334	839¼	1,234,088	51,47,080	26,91,555	24,55,525
		Total and average	11,77,41,334	839¼	2,517,749	1,03,21,012	53,73,149	49,47,863
XXV	Delhi-Umballa-Kalka	1st half	(*d*)1,54,21,659	161⅓	246,764	7,00,882	3,36,423	3,64,459
		2nd half	(*d*)(*e*)1,54,20,272	161⅓	253,810	6,36,644	3,05,589	3,31,055
		Total and average	1,54,20,272	161⅓	500,574	13,37,526	6,42,012	6,95,514
XXVI	Tarkessur	1st half	17,47,840	22½	25,944	1,77,943	(*f*)86,380	91,563
		2nd half	17,47,840	22½	31,331	1,28,216	(*f*)63,510	64,706
		Total and average	17,47,840	22½	57,275	3,06,159	1,49,890	1,56,269
XXVII	Khámgaon	1st half	4,85,521	7⅓	6,176	(*g*)17,235	...	17,235
		2nd half	4,85,521	7⅓	5,944	(*g*)4,731	...	4,731
		Total and average	4,85,521	7⅓	6,060	21,966	...	21,966
XXVIII	Amráoti	1st half	4,41,556	5⅔	10,860	(*g*)33,963	(*h*)442	33,521
		2nd half	4,41,556	5⅔	11,046	(*g*)8,832	(*h*)442	8,390
		Total and average	4,41,556	5⅔	11,906	42,795	884	41,911
XXIX	Bhopal-Itársi (Native state section)	1st half	50,00,000	44	69,941	2,23,144	1,36,927	86,217
		2nd half	50,00,000	44	58,818	1,57,073	98,683	58,390
		Total and average	50,00,000	44	128,759	3,80,217	2,35,610	1,44,607
XXX	The Nizam's Guaranteed State	1st half	3,93,39,561	333½	315,006	16,65,109	(*i*)7,96,269	8,68,840
		2nd half	3,95,73,322	334	326,262	15,91,776	(*j*)8,38,588	7,53,188
		Total and average	3,95,73,322	333½	641,268	32,56,885	16,34,857	16,22,028
	TOTAL STANDARD GAUGE carried over.	1st half	1,74,72,78,753	10,532	22,988,136	10,34,01,458	4,43,38,288	5,90,63,170
		2nd half	1,75,30,86,750	10,694	20,768,971	8,40,85,559	4,17,21,773	4,23,63,786
		Total and average	1,75,30 86,750	10,613	43,757,107	18,74,87,017	8,60,60,061	10,14,26,956

* See footnote (*a*) on page ii.

(*a*) Information not furnished.
(*b*) Including ₹3,33,695 on account of rent of leased lines.
(*c*) Including ₹2,16,783 on account of rent of leased lines.
(*d*) Including ₹5,76,918 on account of interest on capital during construction.
(*e*) The decrease as compared with the 1st half of the year is due to certain credits.
(*f*) Including contribution to the East Indian railway Provident Institution, one-fifth share of net earnings payable to the East Indian railway for working, and 5 per cent. for the use of East Indian railway rolling-stock, less special credit in respect of an eleventh sleeper put in the road, etc.
(*g*) Representing the amount received as rent for the lease of this line.
(*h*) Expenditure incurred direct by the State.
(*i*) Including ₹22,787 on account of rent of leased line.
(*j*) Including ₹45,483 on account of rent of leased lines.

APPENDIX

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1894—continued.

GENERAL RESULTS—*continued.*

Serial Number.	Railway.	1894.	Capital expended. *	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
	STANDARD GAUGE—*concld.*		£	Miles.	Miles.	£	£	£
	Brought forward STANDARD GAUGE.	1st half	1,74,72,78,753	10,532	22,988,136	10,34,01,458	4,43,38,288	5,90,63,170
		2nd half	1,75,30,86,750	10,694	20,768,971	8,40,85,559	4,17,21,773	4,23,63,786
		Total and average	1,75,30,86,750	10,613	43,757,107	18,74,87,017	8,60,60,061	10,14,29,956
XXXI	The Gaekwar's Petlád	1st half	7,11,460	13¼	9,593	38,844	12,046	26,798
		2nd half	7,11,712	13¼	9,964	30,824	13,585	17,239
		Total and average	7,11,712	13¼	19,557	69,668	25,631	44,037
XXXII	Kolar Gold-fields	1st half	†	2¾	3,292	13,219	8,185	5,034
		2nd half	6,44,564	10	17,822	62,552	38,313	24,239
		Total and average	6,44,564	5¾	21,114	75,771	46,498	29,273
XXXIII	Rájpura-Bhátinda	1st half	66,66,414	108	125,256	5,38,751	2,96,313	2,42,438
		2nd half	66,70,193	108	164,330	7,20,281	3,96,154	3,24,127
		Total and average	66,70,193	108	289,586	12,59,032	6,92,467	5,66,565
XXXIV	Jammu and Kashmir (Native state section).	1st half	9,56,642	16	12,414	(a)7,980	...	7,980
		2nd half	9,59,773	16	12,820	(a)9,575	...	9,575
		Total and average	9,59,773	16	25,234	17,555	...	17,555
	TOTAL STANDARD GAUGE	1st half	1,75,56,13,269	10,671	23,138,691	10,40,00,252	4,46,54,832	5,93,45,420
		2nd half	1,76,20,72,992	10,841¼	20,973,907	8,49,08,791	4,21,69,825	4,27,38,966
		Total and average	1,76,20,72,992	10,756	44,112,598	18,89,09,043	8,68,24,657	10,20,84,386
	METRE GAUGE.							
XXXVII	Bengal and North-Western— Tirhoot section	1st half	2,46,85,953	341¾	(b)	16,72,914	7,56,378	9,16,536
		2nd half	2,47,54,385	341¾	(b)	12,69,391	7,17,363	5,52,028
		Total and average	2,47,54,385	341¾	(b)	29,42,305	14,73,741	14,68,564
	Company's section	1st half	(c)2,81,81,889	414⅔	876,088	15,14,657	4,07,212	11,07,445
		2nd half	(c)(d)2,81,51,325	414⅔	813,187	11,02,585	4,42,407	6,60,178
		Total and average	2,81,51,325	414⅔	1,689,275	26,17,242	8,49,619	17,67,623
XXXVIII	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half	(e)83,81,946	223½	201,244	5,12,809	2,80,808	2,32,001
		2nd half	(e)84,24,762	202¾	227,832	4,59,460	2,95,240	1,64,220
		Total and average	84,24,762	213	429,076	9,72,269	5,76,048	3,96,221
XXXIX	Rajputana-Malwa	1st half	12,67,33,555	1,674	3,912,212	1,43,42,608	49,23,908	94,18,700
		2nd half	12,72,94,046	1,674	3,179,956	1,04,98,931	45,66,712	59,32,219
		Total and average	12,72,94,046	1,674	7,092,168	2,48,41,539	94,90,620	1,53,50,919
XL	Pálanpur-Deesa	1st half	4,03,474	17½	8,759	20,955	7,194	13,761
		2nd half	3,99,601	17½	6,536	16,589	7,205	9,384
		Total and average	3,99,601	17½	15,295	37,544	14,399	23,145
XLI	Southern Mahratta	1st half	9,34,04,728	1,045	1,242,811	32,90,264	19,47,580	13,42,684
		2nd half	9,30,36,917	1,045	1,057,093	25,60,277	18,61,849	6,98,428
		Total and average	9,36,36,917	1,045	2,299,904	58,50,541	38,09,429	20,41,112
XLII	Guntakal-Mysore frontier	1st half	58,64,182	119½	95,688	1,90,899	1,11,169	79,730
		2nd half	58,56,564	119½	90,809	1,78,052	1,29,908	48,144
		Total and average	58,56,564	119½	186,497	3,68,951	2,41,077	1,27,874
XLIII	Southern Mahratta (Mysore section).	1st half	1,43,08,511	296	309,394	7,30,820	4,34,551	2,96,269
		2nd half	1,43,49,622	296	283,442	7,14,592	5,28,892	1,85,700
		Total and average	1,43,49,622	296	592,836	14,45,412	9,63,443	4,81,969
	TOTAL METRE GAUGE carried over.	1st half	30,19,64,238	4,131½	6,646,196	2,22,75,926	88,68,800	1,34,07,126
		2nd half	30,28,67,222	4,110¾	5,658,855	1,67,99,877	85,49,576	82,50,301
		Total and average	30,28,67,222	4,121	12,305,051	3,90,75,803	1,74,18,376	2,16,57,427

* See footnote (a) on page ii.
† Information not furnished.

(a) Representing the amount received as rent for the lease of the line.
(b) Included with the Bengal and North-Western railway (Company's section).
(c) Including ₹10,90,014 on account of interest on capital during construction.
(d) The decrease as compared with the 1st half of the year is due to certain credits.
(e) Including ₹48,900 on account of interest on capital during construction.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1894—continued.

GENERAL RESULTS—*continued.*

Serial Number.	Railway.	1894.	Capital expended. *	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
	METRE GAUGE—*contd.*		£	Miles.	Miles.	£	£	£
	Brought forward METRE GAUGE	1st half	30,19,64,238	4,131¼	6,646,196	2,22,75,926	88,68,800	1,34,07,126
		2nd half	30,28,67,222	4,110¾	5,658,855	1,67,99,877	85,49,576	82,50,301
		Total and average	30,28,67,222	4,121	12,305,051	3,90,75,803	1,74,18,376	2,16,57,427
XLIV	South Indian (*a*)	1st half	7,35,43,591	1,041⅓	1,528,283	38,67,302	23,83,717	14,83,585
		2nd half	7,37,84,917	1,041⅓	1,623,924	41,79,257	23,70,280	18,08,977
		Total and average	7,37,84,917	1,041⅓	3,152,207	80,46,559	47,53,997	32,92,562
XLV	Máyavaram-Mutupet (*b*)	1st half	22,62,842	26¾	35,117	48,550	29,412	19,138
		2nd half	23,47,573	54	61,042	1,14,910	71,106	43,804
		Total and average	23,47,573	40⅓	96,159	1,63,460	1,00,518	62,942
XLVII	Eastern Bengal (state)—							
	Northern and Behar sections (including the Kaunia-Dharlla 2′ 6″ gauge, branch).	1st half	3,96,87,770	478⅓	765,248	23,80,550	9,92,905	13,87,645
		2nd half	3,97,29,852	478⅓	832,236	27,61,879	10,19,850	17,42,029
		Total and average	3,97,29,852	478⅓	1,597,684	51,42,429	20,12,755	31,29,674
	Dacca section	1st half	67,00,274	86	(*c*)	2,24,874	1,31,662	93,212
		2nd half	67,04,908	86	(*c*)	2,76,580	1,41,451	1,35,129
		Total and average	67,04,908	86	(*c*)	5,01,454	2,73,113	2,28,341
XLVIII	Burma (state)	1st half	6,23,56,943	730	1,032,681	37,82,081	19,32,781	18,49,300
		2nd half	6,32,79,884	735	846,729	25,05,273	20,31,245	4,74,028
		Total and average	6,32,79,884	732⅓	1,879,410	62,87,354	39,64,026	23,23,328
LI	Deoghur	1st half	2,86,180	4¾	13,902	29,425	19,767	9,658
		2nd half						
		Total and average	2,86,180	4¾	13,902	29,425	19,767	9,658
LII	Rohilkund and Kumaon (Company's section).	1st half	20,78,326	(*d*) 66	63,282	2,59,723	1,28,492	1,31,231
		2nd half	(*e*) 20,71,247	(*d*) 66	40,328	1,99,592	1,14,550	85,042
		Total and average	20,71,247	66	103,610	4,59,315	2,43,042	2,16,273
LIII	Bengal Dooars	1st half	(*f*) 20,05,970	32⅔	21,090	65,677	43,667	22,010
		2nd half	(*f*) 22,38,276	36⅔	29,387	1,39,609	57,328	82,280
		Total and average	22,38,276	34⅓	50,477	2,05,286	1,00,995	1,04,290
LIV	Dibru-Sadiya	1st half	70,69,046	77⅓	95,987	2,68,733	1,81,901	86,832
		2nd half	70,97,487	77⅓	88,429	2,62,912	1,54,012	1,08,900
		Total and average	70,97,487	77½	184,416	5,31,645	3,35,913	1,95,732
LVII	The Gaekwar's Mehsána	1st half	30,69,587	92¾	67,665	2,35,621	80,890	1,54,731
		2nd half	30,94,578	92¾	51,307	1,44,351	62,695	81,656
		Total and average	30,94,578	92¾	118,972	3,79,972	1,43,585	2,36,387
LVIII	Kolhápur	1st half	23,42,701	29	24,979	69,717	40,821	28,896
		2nd half	(*e*) 23,05,817	29	23,096	53,673	38,937	14,736
		Total and average	23,05,817	29	48,075	1,23,390	79,758	43,632
LIX	Yesvantpur-Mysore frontier	1st half	23,93,998	51¼	42,861	80,519	46,508	34,011
		2nd half	24,01,668	51¼	42,510	81,185	58,692	22,493
		Total and average	24,01,668	51¼	85,371	1,61,704	1,05,200	56,504
	TOTAL METRE GAUGE carried over	1st half	50,54,75,286	6,843	10,320,389	3,35,59,273	1,48,61,556	1,86,97,717
		2nd half	50,79,63,429	6,858¾	9,297,843	2,75,19,098	1,46,69,722	1,28,49,376
		Total and average (*g*)	50,82,49,609	6,855¾	19,635,134	6,11,07,796	2,95,51,045	3,15,56,751

* See footnote (*a*) on page ii.

(*a*) Excluding the Pondicherry railway, except in the case of train-mileage.
(*b*) Opened on the 2nd April 1894.
(*c*) Included with the Eastern Bengal (state) railway.—Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).
(*d*) Including 12 miles of the Rohilkund and Kumaon railway (Lucknow-Bareilly section) worked over by the company.
(*e*) The decrease as compared with the 1st half of the year is due to certain credits.
(*f*) Including R37,876 on account of interest on capital during construction.
(*g*) Including the Deoghur railway for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

***Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1894*—concluded.**

GENERAL RESULTS—*concluded.*

Serial Number.	Railway.	1894.	Capital expended.*	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
	METRE GAUGE—*concld.*		₹	Miles.	Miles.	₹	₹	₹
	Brought forward METRE GAUGE	1st half	50,54,75,286	6,843	10,323,389	3,35,59,273	1,48,61,556	1,86,97,717
		2nd half	50,79,63,429	6,858¾	9,297,843	2,75,19,098	1,46,69,722	1,28,49,376
		Total and average (a)	50,82,49,609	6,855¾	19,635,134	6,11,07,796	2,95,51,045	3,15,56,751
LX	Mysore-Nanjangúd	1st half	5,91,448	15¼	10,860	16,716	9,623	7,093
		2nd half	5,91,552	15¼	11,490	20,732	14,959	5,773
		Total and average	5,91,552	15¼	22,350	37,448	24,582	12,866
LXI	Jodhpore-Bickaneer—							
	Jodhpore section	1st half	65,06,475	320⅜	183,246	6,67,241	2,20,754	4,46,487
		2nd half	64,22,872	320⅜	149,394	4,13,915	1,91,029	2,22,886
		Total and average	64,22,872	320⅜	332,640	10,81,156	4,11,783	6,69,373
	Bickaneer section	1st half	9,84,179	43⅜	15,877	43,857	20,439	23,418
		2nd half	9,69,407	43⅜	16,095	36,417	19,387	17,030
		Total and average	9,69,407	43⅜	31,972	80,274	39,826	40,448
LXII	Bhávnagar-Gondal-Junágarh-Porbandar.	1st half	1,69,39,581	333¾	315,348	11,36,545	5,20,613	6,15,932
		2nd half	1,69,79,643	333¾	218,786	7,03,742	5,28,340	1,75,402
		Total and average	1,69,79,643	333¾	534,134	18,40,287	10,48,953	7,91,334
LXIII	Jetalsar-Rájkot	1st half	14,65,132	46¼	19,566	81,787	48,796	32,991
		2nd half	14,81,400	46¼	22,630	73,769	45,607	28,162
		Total and average	14,81,400	46¼	42,196	1,55,556	94,403	61,153
	TOTAL METRE GAUGE	1st half	53,19,62,101	7,602¼	10,868,286	3,55,05,419	1,56,81,781	1,98,23,638
		2nd half	53,44,08,303	7,618	9,716,238	2,87,67,673	1,54,69,044	1,32,98,629
		Total and average (a)	53,46,94,483	7,615	20,598,426	6,43,02,517	3,11,70,592	3,31,31,925
	SPECIAL GAUGES.							
	Cherra-Companyganj (2′ 6″)	1st half	7,78,996	8	7,005	12,509	10,285	2,224
		2nd half	(b) 3,50,320	8	7,036	12,326	10,157	2,169
		Total and average	3,50,320	8	14,041	24,835	20,442	4,393
LXVIII	Jorhát (2′ 0″)	1st half	7,96,857	27	11,766	31,025	30,882	143
		2nd half	8,01,332	25¾	11,223	40,908	29,850	11,058
		Total and average	8,01,332	26½	22,989	71,933	60,732	11,201
LXIX	Darjeeling-Himalayan (2′ 0″)	1st half	31,03,601	51	74,131	3,07,105	1,75,091	1,32,014
		2nd half	30,64,676	51	61,792	3,29,179	2,02,034	1,27,145
		Total and average	30,64,676	51	135,923	6,36,284	3,77,125	2,59,159
LXX	The Gaekwar's Dabhoi (2′ 6″)	1st half	18,34,738	71¾	50,291	1,51,824	74,276	77,548
		2nd half	18,53,030	71¾	32,031	88,492	70,611	17,881
		Total and average	18,53,030	71¾	82,322	2,40,316	1,44,887	95,429
LXXII	Cooch Behar (2′ 6″)	1st half	6,99,086	22	8,024	17,463	14,357	3,106
		2nd half	6,95,084	22	8,204	22,817	17,347	5,470
		Total and average	6,95,084	22	16,228	40,280	31,704	8,576
LXXIII	Morvi (2′ 6″)	1st half	21,58,178	93¾	76,088	1,83,159	89,552	93,607
		2nd half	22,02,593	94¼	68,253	1,37,189	88,129	49,060
		Total and average	22,02,593	94	144,341	3,20,348	1,77,681	1,42,667
	TOTAL SPECIAL GAUGES	1st half	93,71,456	273⅜	227,305	7,03,085	3,94,443	3,08,642
		2nd half	89,67,035	272¾	188,539	6,30,911	4,18,128	2,12,783
		Total and average	89,67,035	273½	415,844	13,33,996	8,12,571	5,21,425
	TOTAL OF ALL GAUGES FOR THE YEAR.	...	2,30,57,34,510	18,644½	65,126,868	25,45,45,556	11,88,07,820	13,57,37,736

* See footnote (a) on page ii.

(a) Including the Deoghur railway, for which yearly figures are shown.

(b) Excluding the outlay (₹4,80,153) on the hill incline section, which is now being dismantled.

N.B.—This table excludes the transactions of the West of India Portuguese and the Pondicherry railways, for which no revenue accounts are received. This remark applies to all the subsequent tables.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS.

Half-years ended the 30th June and the 31st December 1894. [From No. VIII of Revenue accounts.]

Serial Number.	Railway.	1894.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
			R	*R*	*R*	*R*	*R*	*R*	*R*
	STANDARD GAUGE.								
I	East Indian (*a*)	1st half	97,34,702	1,90,33,754	44,838	50,554	54,143	2,65,227	2,91,83,218
		2nd half	84,15,902	1,63,22,125	40,440	64,656	59,395	2,47,435	2,51,49,953
		Total	1,81,50,604	3,53,55,879	85,278	1,15,210	1,13,538	5,12,662	5,43,33,171
II	Bengal-Nágpur	1st half	7,20,329	31,91,259	10,397	...	2,85,945	29,798	42,37,728
		2nd half	6,00,777	16,18,296	8,041	...	1,98,311	27,494	24,52,919
		Total	13,21,106	48,09,555	18,438	...	4,84,256	57,292	66,90,647
III	Indian Midland (*b*)	1st half	11,17,024	19,87,039	8,720	...	14,487	45,484	31,72,754
		2nd half	9,65,054	15,63,188	9,823	...	3,965	49,102	25,91,132
		Total	20,82,078	35,50,227	18,543	...	18,452	94,586	57,63,886
V	Godhra-Ratlam	1st half	19,782	45,655	706	...	...	...	66,143
		2nd half	39,881	1,96,091	542	...	...	4	2,36,518
		Total	59,663	2,41,746	1,248	...	...	4	3,02,661
VI	Wardha Coal	1st half							70,819
		2nd half							19,956
		Total							90,775
VII	Dhond-Manmád	1st half	Included with the Great Indian Peninsula railway						2,11,678
		2nd half							1,83,264
		Total							3,94,942
	Bezwada extension	1st half	Included with the Nizam's Guaranteed State railway						22,787
		2nd half							48,483
		Total							71,270
X	North Western (state)	1st half	49,90,058	1,11,32,055	35,678	39,061	2,32,698	1,44,095	1,65,73,645
		2nd half	49,77,051	1,02,62,160	38,318	27,056	2,63,572	1,72,295	1,57,40,452
		Total	99,67,109	2,13,94,215	73,996	66,117	4,96,270	3,16,390	3,23,14,097
XI	Hyderabad-Shadipalli	1st half	37,498	46,556	398	...	...	151	84,603
		2nd half	34,180	25,955	392	...	...	93	60,620
		Total	71,678	72,511	790	...	...	244	1,45,223
XII	Oudh and Rohilkhand (state).	1st half	21,69,007	32,65,395	15,280	...	82,463	49,266	55,81,411
		2nd half	17,72,311	30,84,261	15,204	...	9,590	56,059	49,37,425
		Total	39,41,318	63,49,656	30,484	...	92,053	1,05,325	1,05,18,836
XIII	Eastern Bengal (state)	1st half	13,27,027	14,80,744	9,642	1,76,427	3,18,533	25,385	33,37,758
		2nd half	11,73,849	35,65,371	9,872	1,80,971	75,022	29,000	50,34,085
		Total	25,00,876	50,46,115	19,514	3,57,398	3,93,555	54,385	83,71,843
XIV	Bengal Central	1st half	3,06,784	98,055	1,291	...	...	2,861	4,08,991
		2nd half	2,68,701	1,36,759	1,013	...	...	4,715	4,11,188
		Total	5,75,485	2,34,814	2,304	...	...	7,576	8,20,179
	TOTAL STANDARD GAUGE carried over.	1st half	2,04,22,211	4,02,80,512	1,26,950	2,66,042	9,88,269	5,62,267	6,29,51,535
		2nd half	1,82,47,706	3,67,74,206	1,23,645	2,72,683	6,09,855	5,86,197	5,68,65,995
		Total	3,86,69,917	7,70,54,718	2,50,595	5,38,725	15,98,124	11,48,464	11,98,17,530

(*a*) Including the Delhi-Umballa-Kalka and the Tarkessur railways. This remark applies to all the subsequent tables excepting the Interest table.
(*b*) Including the Bhopal-Itársi railway (British and Native state sections). This remark applies to all the subsequent tables excepting the Interest table.

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*continued.*

[From No. VIII of Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

Serial Number.	Railway.	1894.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
	Standard gauge—*contd.*		₹	₹	₹	₹	₹	₹	₹
	Brought forward Standard gauge.	1st half	2,04,22,211	4,02,80,512	1,26,950	2,66,042	9,88,269	5,62,267	6,29,51,535
		2nd half	1,82,47,706	3,67,74,206	1,23,645	2,72,683	6,09,855	5,86,197	5,68,65,995
		Total .	3,86,69,917	7,70,54,718	2,50,595	5,38,725	15,98,124	11,48,464	11,98,17,530
XV	Calcutta Port Commissioners'.	1st half	...	1,40,913	...	...	...	10,000	1,50,913
		2nd half	...	1,61,665	...	...	...	10,794	1,72,459
		Total .	...	3,02,578	...	...	...	20,794	3,23,372
XVI	East Coast (state)	1st half	4,50,059	2,33,074	2,903	12,534	31,531	7,790	7,37,891
		2nd half	4,22,475	2,35,920	3,451	9,984	44,307	26,650	7,42,787
		Total .	8,72,534	4,68,994	6,354	22,518	75,838	34,440	14,80,678
XXII	Great Indian Peninsula	1st half	48,61,343	1,80,21,197	39,333	...	2,879	1,50,841	2,30,75,593
		2nd half	45,11,601	85,17,587	33,388	...	3,021	1,33,106	1,31,98,703
		Total .	93,72,944	2,65,38,784	72,721	...	5,900	2,83,947	3,62,74,296
XXIII	Bombay, Baroda and Central India.	1st half	25,92,107	67,76,270	27,381	...	1,36,040	63,489	95,95,287
		2nd half	23,95,036	38,05,629	19,710	...	35,957	96,864	63,53,196
		Total .	49,87,143	1,05,81,899	47,091	...	1,71,997	1,60,353	1,59,48,483
XXIV	Madras	1st half	20,19,165	30,09,227	9,137	...	62,825	73,578	51,73,932
		2nd half	20,99,202	29,75,904	8,885	...	...	63,089	51,47,080
		Total .	41,18,367	59,85,131	18,022	...	62,825	1,36,667	1,03,21,012
XXVII	Khámgaon	1st half	Included with the Great Indian Peninsula railway						17,235
		2nd half							4,731
		Total .							21,966
XXVIII	Amráoti	1st half							33,963
		2nd half							8,832
		Total .							42,795
XXX	The Nizam's Guaranteed State.	1st half	4,65,594	11,69,023	9,738	...	7,344	13,410	16,65,109
		2nd half	4,21,911	11,37,440	7,202	...	12,038	13,185	15,91,776
		Total .	8,87,505	23,06,463	16,940	...	19,382	26,595	32,56,885
XXXI	The Gaekwar's Petlád	1st half	25,360	12,710	342	...	...	432	38,844
		2nd half	24,216	6,325	283	...	...	...	30,824
		Total .	49,576	19,035	625	...	...	432	69,668
XXXII	Kolar Gold-fields	1st half	2,638	10,571	10	...	...	...	13,219
		2nd half	16,764	45,469	131	...	...	188	62,552
		Total .	19,402	56,040	141	...	...	188	75,771
XXXIII	Rájpura-Bhátinda	1st half	1,78,352	3,57,253	2,388	...	...	758	5,38,751
		2nd half	1,60,235	5,57,231	2,016	...	...	799	7,20,281
		Total .	3,38,587	9,14,484	4,404	...	...	1,557	12,59,032
XXXIV	Jammu and Kashmir (Native state section).	1st half	Included with the North Western (state) railway						7,980
		2nd half							9,575
		Total .							17,555
	Total Standard gauge carried over.	1st half	3,10,16,829	7,09,10,750	2,18,182	2,78,576	12,28,888	8,82,565	10,40,00,252
		2nd half	2,82,99,146	5,42,17,376	1,98,711	2,82,667	7,05,178	9,30,872	8,49,08,791
		Total .	5,93,15,975	12,42,28,126	4,16,893	5,61,243	19,34,066	18,13,437	18,89,09,043

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*continued.*

[From No. VIII of Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

Serial Number.	Railway.	1894.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
			₹	₹	₹	₹	₹	₹	₹
	STANDARD GAUGE—*concld.*								
	Brought forward STANDARD GAUGE.	1st half	3,10,16,829	7,00,10,750	2,18,182	2,78,576	12,28,888	8,82,565	10,40,00,252
		2nd half	2,82,99,146	5,42,17,376	1,98,711	2,82,667	7,05,178	9,30,872	84,90,871
		Total .	5,93,15,975	12,42,28,126	4,16,893	5,61,243	19,34,066	18,13,437	18,89,09,043
	METRE GAUGE.								
XXXVII	Bengal and North-Western—								
	Tirhoot section	1st half	11,91,987	16,29,767	14,587	2,42,869	...	1,08,361	31,87,571
	Company's section	2nd half	10,39,232	10,57,965	12,546	1,92,789	...	69,444	23,71,976
		Total .	22,31,219	26,87,732	27,133	4,35,658	...	1,77,805	55,59,547
XXXVIII	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half	1,84,397	3,16,713	2,829	...	4,932	3,938	5,12,809
		2nd half	1,58,843	2,91,692	2,536	...	779	5,610	4,59,460
		Total .	3,43,240	6,08,405	5,365	...	5,711	9,548	9,72,269
XXXIX	Rajputana-Malwa .	1st half	36,04,979	1,05,26,379	33,447	...	78,030	99,773	1,43,42,608
		2nd half	33,51,760	69,76,396	29,610	...	35,508	1,05,657	1,04,98,931
		Total .	69,56,739	1,75,02,775	63,057	...	1,13,538	2,05,430	2,48,41,539
XL	Pálanpur-Deesa . .	1st half	9,772	11,089	89	...	...	5	20,955
		2nd half	10,066	6,450	67	...	...	6	16,589
		Total .	19,838	17,539	156	...	...	11	37,544
XLI	Southern Mahratta .	1st half	11,30,462	21,13,641	9,955	...	1,998	34,208	32,90,264
		2nd half	10,44,771	14,40,196	7,854	...	34,401	33,055	25,60,277
		Total .	21,75,233	35,53,837	17,809	...	36,399	67,263	58,50,541
XLII	Guntakal-Mysore frontier.	1st half	90,996	98,931	552	...	...	420	1,90,899
		2nd half	96,225	80,709	517	...	...	601	1,78,052
		Total .	1,87,221	1,79,640	1,069	...	...	1,021	3,68,951
XLIII	Southern Mahratta (Mysore section).	1st half	3,46,336	3,74,685	2,641	...	1,187	5,971	7,30,820
		2nd half	3,68,563	3,35,818	2,569	...	2,016	5,626	7,14,592
		Total .	7,14,899	7,10,503	5,210	...	3,203	11,597	14,45,412
XLIV	South Indian . .	1st half	20,59,513	17,24,565	10,397	...	11,505	61,322	38,67,302
		2nd half	22,26,113	19,07,475	9,497	...	1,470	34,702	41,79,257
		Total .	42,85,626	36,32,040	19,894	...	12,975	96,024	80,46,559
XLV	Máyavaram-Mutupet .	1st half	36,158	12,187	203	...	...	2	48,550
		2nd half	87,059	27,395	456	...	...	...	1,14,910
		Total .	1,23,217	39,582	659	...	...	2	1,63,460
XLVII	Eastern Bengal (State)—Northern and Behar sections (including the Kaunia-Dharkla 2′ 6″ gauge branch).	1st half	9,86,855	12,09,501	6,734	1,55,188	...	22,272	23,80,550
		2nd half	9,26,449	15,86,865	6,960	2,25,224	...	16,381	27,61,879
		Total .	19,13,304	27,96,366	13,694	3,80,412	...	38,653	51,42,429
	Dacca section . .	1st half	1,67,242	51,685	1,485	...	...	4,462	2,24,874
		2nd half	1,76,256	93,697	1,796	...	...	4,831	2,76,580
		Total .	3,43,498	1,45,382	3,281	...	...	9,293	5,01,454
	TOTAL METRE GAUGE carried over.	1st half	98,08,697	1,80,69,143	82,919	3,98,057	97,652	3,40,734	2,87,97,202
		2nd half	94,85,337	1,38,04,658	74,408	4,18,013	74,174	2,75,913	2,41,32,503
		Total .	1,92,94,034	3,18,73,801	1,57,327	8,16,070	1,71,826	6,16,647	5,29,29,705

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*continued.*

Half-years ended the 30th June and the 31st December 1894.

[From No. VIII of Revenue Accounts.]

Serial Number.	Railway.	1894.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
	Metre gauge—*contd.*		₹	₹	₹	₹	₹	₹	₹
	Brought forward Metre gauge.	1st half	98,08,697	1,80,69,143	82,919	3,98,057	97,652	3,40,734	2,87,97,202
		2nd half	94,85,337	1,38,04,658	74,408	4,18,013	74,174	2,75,913	2,41,32,503
		Total .	1,92,94,034	3,18,73,801	1,57,327	8,16,070	1,71,826	6,16,647	5,29,29,705
XLVIII	Burma (State) . .	1st half	18,75,796	18,09,771	11,457	12,314	28,799	43,944	37,82,081
		2nd half	14,28,788	10,03,717	9,204	35,748	—5,676	33,492	25,05,273
		Total .	33,04,584	28,13,488	20,661	48,062	23,123	77,436	62,87,354
LI	Deoghur . . .	1st half 2nd half	25,922	3,407	...	...	...	96	29,425
		Total .	25,922	3,407	...	...	...	96	29,425
LII	Rohilkund and Kumaon (Company's section).	1st half	97,582	1,02,716	697	...	...	58,728	2,59,723
		2nd half	1,01,146	43,662	713	...	...	54,071	1,99,592
		Total .	1,98,728	1,46,378	1,410	...	...	1,12,799	4,59,315
LIII	Bengal Dooars . .	1st half	14,695	41,580	444	5,822	...	3,136	65,677
		2nd half	22,553	1,11,258	169	2,939	...	2,690	1,39,609
		Total .	37,248	1,52,838	613	8,761	...	5,826	2,05,286
LIV	Dibru-Sadiya . .	1st half	56,860	1,96,700	6,535	...	1,186	7,452	2,68,733
		2nd half	48,598	2,05,129	5,461	...	501	3,223	2,62,912
		Total .	1,05,458	4,01,829	11,996	...	1,687	10,675	5,31,645
LVII	The Gaekwar's Mehsána	1st half	82,869	1,51,183	1,531	...	...	38	2,35,621
		2nd half	79,588	63,582	1,127	...	...	54	1,44,351
		Total .	1,62,457	2,14,765	2,658	...	...	92	3,79,972
LVIII	Kolhápur . . .	1st half	48,515	20,804	331	...	...	67	69,717
		2nd half	40,526	12,654	263	...	...	230	53,673
		Total .	89,041	33,458	594	...	...	297	1,23,390
LIX	Yesvantpur-Mysore frontier . . .	1st half	45,580	34,435	427	...	...	77	80,519
		2nd half	45,577	35,206	267	...	...	135	81,185
		Total .	91,157	69,641	694	...	...	212	1,61,704
LX	Mysore-Nanjangúd .	1st half	14,885	1,569	245	...	...	17	16,716
		2nd half	19,115	1,371	213	...	...	33	20,732
		Total .	34,000	2,940	458	...	...	50	37,448
LXI	Jodhpore-Bickaneer—Jodhpore section .	1st half	2,45,928	4,13,891	6,665	...	...	757	6,67,241
		2nd half	2,09,569	1,97,561	5,635	...	930	220	4,13,915
		Total .	4,55,497	6,11,452	12,300	...	930	977	10,81,156
	Total Metre Gauge carried over.	1st half	1,22,91,407	2,08,41,792	1,11,251	4,16,193	1,27,637	4,54,950	3,42,43,230
		2nd half	1,14,80,797	1,54,78,798	97,460	4,56,700	69,929	3,70,061	2,79,53,745
		Total(a)	2,37,98,126	3,63,23,997	2,08,711	8,72,893	1,97,566	8,25,107	6,22,26,400

(a) Including the Deoghur railway, for which yearly figures are shown.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*concluded.*

[From No. VIII of Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

Serial Number.	Railway.	1894.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
	METRE GAUGE—*concld.*		₹	₹	₹	₹	₹	₹	₹
	Brought forward METRE GAUGE.	1st half	1,22,91,407	2,08,41,792	1,11,251	4,16,193	1,27,637	4,54,950	3,42,43,230
		2nd half	1,14,80,797	1,54,78,798	97,460	4,56,700	69,929	3,70,061	2,79,53,745
		Total(*a*)	2,37,98,126	3,63,23,997	2,08,711	8,72,893	1,97,566	8,25,107	6,22,26,400
	Jodhpore-Bickaneer— Bickaneer section	1st half	20,221	19,406	3,646	...	582	2	43,857
		2nd half	16,617	16,154	3,316	...	329	1	36,417
		Total	36,838	35,560	6,962	...	911	3	80,274
LXII	Bhávnagar-Gondal-Junágarh-Porbandar	1st half	5,08,198	6,10,680	8,305	...	56	9,306	11,36,545
		2nd half	4,39,606	2,42,958	5,843	...	3,770	11,565	7,03,742
		Total	9,47,804	8,53,638	14,148	...	3,826	20,871	18,40,287
LXIII	Jetalsar-Rájkot	1st half	59,549	20,905	1,239	...	...	94	81,787
		2nd half	58,077	14,329	1,219	...	...	144	73,769
		Total	1,17,626	35,234	2,458	...	...	238	1,55,556
	TOTAL METRE GAUGE	1st half	1,28,79,375	2,14,92,783	1,24,441	4,16,193	1,28,275	4,64,352	3,55,05,419
		2nd half	1,19,95,097	1,57,52,239	1,07,838	4,56,700	74,028	3,81,771	2,87,67,673
		Total (*a*)	2,49,00,394	3,72,48,429	2,32,279	8,72,893	2,02,303	8,46,219	6,43,02,517
	SPECIAL GAUGES.								
	Cherra-Companygauj (2′ 6″)	1st half	1,635	10,870	...	...	...	4	12,509
		2nd half	1,190	11,119	...	...	...	17	12,326
		Total	2,825	21,989	...	...	...	21	24,835
LXVIII	Jorhát (2′ 6″)	1st half	5,186	25,326	...	...	...	513	31,025
		2nd half	4,749	35,803	...	...	...	356	40,908
		Total	9,935	61,129	...	...	...	869	71,933
LXIX	Darjeeling-Himalayan (2′ 0″)	1st half	1,15,405	1,87,155	1,843	...	...	2,702	3,07,105
		2nd half	1,30,441	1,94,086	1,893	...	...	2,759	3,29,179
		Total	2,45,846	3,81,241	3,736	...	...	5,461	6,36,284
LXX	The Gaekwar's Dabhoi (2′ 6″)	1st half	80,760	69,341	982	...	...	741	1,51,824
		2nd half	62,967	24,769	385	...	...	371	88,492
		Total	1,43,727	94,110	1,367	...	...	1,112	2,40,316
LXXII	Cooch Behar (2′ 6″)	1st half	7,799	6,703	31	2,883	...	47	17,463
		2nd half	11,859	7,223	63	3,629	...	43	22,817
		Total	19,658	13,926	94	6,512	...	90	40,280
LXXIII	Morvi (2′ 6″)	1st half	1,10,040	70,039	2,536	...	...	544	1,83,159
		2nd half	1,04,829	28,911	2,424	...	...	1,025	1,37,189
		Total	2,14,869	98,950	4,960	...	...	1,569	3,20,348
	TOTAL SPECIAL GAUGES	1st half	3,20,825	3,69,434	5,392	2,883	...	4,551	7,03,085
		2nd half	3,16,035	3,01,911	4,765	3,629	...	4,571	6,30,911
		Total	6,36,860	6,71,345	10,157	6,512	...	9,122	13,33,996
	TOTAL OF ALL GAUGES FOR THE YEAR.	...	8,48,53,229	16,21,47,900	6,59,329	14,40,648	21,36,369	26,68,778	25,45,45,556

(*a*) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1894. [From Abstract H of

PASSEN

Serial Number.	Railway.	1894.	First class.			Second class.			Third or Intermediate class.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
	Standard gauge.		Pies.		₹	Pies.		₹	Pies.		₹
I	East Indian	1st half	15·48	30,251	3,03,477	6·55	97,136	3,96,474	3·52	493,771	5,61,971
		2nd half	15·55	30,769	3,10,667	6·49	101,999	4,28,924	3·37	462,011	4,96,030
		Total and average	15·51	61,020	6,14,144	6·52	199,135	8,25,398	3·44	955,782	10,58,001
II	Bengal-Nágpur	1st half	14·81	2,470	14,589	6·26	8,011	17,486	2·84	73,125	12,698
		2nd half	14·37	2,536	17,492	3·92	8,559	24,361	2·81	19,813	12,072
		Total and average	14·59	5,006	32,081	5·09	16,570	41,847	2·82	42,938	24,770
III	Indian Midland	1st half	11·17	5,572	45,950	4·83	17,817	62,632	(a)2·99	(a)226,769	(a)2,73,006
		2nd half	11·00	5,733	51,271	4·47	19,117	66,490	(a)2·99	(a)201,586	(a)2,28,177
		Total and average	11·08	11,305	97,221	4·65	36,934	1,29,122	2·99	428,355	5,01,183
V	Godhra-Rutlam	1st half	11·04	71	104	5·50	654	474	...	...	...
		2nd half	...	Details not furnished.		...	...	...	...	...	...
		Total and average	11·04	71	104	5·50	654	474	...	...	...
X	North-Western (State)	1st half	11·53	22,401	1,65,739	4·24	71,179	2,20,814	3·13	209,182	2,58,853
		2nd half	11·18	23,805	1,84,867	4·89	74,169	2,07,363	3·06	286,528	2,97,431
		Total and average	11·35	46,206	3,50,606	4·56	145,348	4,27,877	3·09	495,710	5,56,284
XI	Hyderabad-Shadipalli	1st half	11·53	255	405	4·24	1,220	752	3·13	6,878	2,520
		2nd half	11·18	355	585	4·89	1,342	784	3·06	6,529	2,561
		Total and average	11·35	610	990	4·56	2,562	1,536	3·09	13,407	5,081
XII	Oudh and Rohilkund (state).	1st half	11·54	11,914	61,313	4·93	34,353	78,746	4·00	66,918	61,361
		2nd half	11·45	10,116	50,561	5·10	32,181	68,685	4·00	61,855	55,377
		Total and average	11·49	22,030	1,11,874	5·01	66,534	1,47,431	4·00	128,773	1,16,738
XIII	Eastern Bengal (state) (c)	1st half	(d)13·61	25,429	88,516	(d)5·76	68,667	89,651	(d)3·11	432,240	2,12,706
		2nd half	(a)12·70	27,556	83,901	(d)6·17	72,546	91,903	(d)3·05	445,419	2,11,580
		Total and average	13·15	52,985	1,72,417	5·96	141,213	1,81,554	3·08	877,659	4,24,286
XIV	Bengal Central	1st half	13·61	1,379	2,316	5·76	14,904	7,773	3·11	56,892	29,623
		2nd half	12·70	1,439	2,687	6·17	16,103	8,927	3·05	50,706	27,535
		Total and average	13·15	2,818	5,003	5·96	31,007	16,700	3·08	107,598	57,158
XV	Calcutta Port Commissioner's.	1st half	Open for goods traffic only			...	...	...	...	...	...
		2nd half									
		Total and average	11·85	1,762	5,189	5·83	11,255	11,766	...	...	...
XVI	East Coast (state)	1st half	11·93	2,089	7,032	5·80	11,589	12,770	...	...	...
		2nd half									
		Total and average	11·89	3,851	12,221	5·81	22,844	24,536	...	...	...
XXII	Great Indian Peninsula	1st half	11·05	35,746	2,04,464	3·49	309,571	3,62,952	(a)3·00	(a)305,186	(a)5,37,925
		2nd half	11·03	41,985	2,41,215	4·29	317,153	3,64,743	(a)3·00	(a)255,723	(a)4,79,016
		Total and average	11·04	77,731	4,45,679	3·89	626,724	7,27,695	3·00	560,909	10,16,941
XXIII	Bombay, Baroda and Central India.	1st half	9·88	59,213	71,565	4·52	566,347	1,95,446	3·00	275,383	4,20,901
		2nd half	9·87	55,209	67,317	4·78	496,639	1,75,883	3·00	241,308	3,67,151
		Total and average	9·87	114,422	1,38,882	4·65	1,062,986	3,71,329	3·00	516,691	7,88,052
XXIV	Madras	1st half	11·65	8,734	83,655	5·25	39,165	1,21,980	...	...	...
		2nd half	10·42	10,220	89,445	5·19	38,808	1,05,120	...	...	...
		Total and average	11·03	18,954	1,73,100	5·22	77,973	2,27,100	...	...	...
XXX	The Nizam's Guaranteed State.	1st half	15·69	4,024	29,326	4·88	17,557	34,209	(a)2·50	(a)171,512	(a)91,402
		2nd half	15·05	3,105	23,530	4·86	16,424	32,030	(a)2·50	(a)163,153	(a)79,571
		Total and average	15·37	7,129	52,856	4·87	33,981	66,239	2·50	334,665	1,70,973
	Total standard gauge carried over	1st half	...	209,221	10,76,608	...	1,257,836	16,00,855	...	2,267,856	24,62,966
		2nd half	...	214,917	11,30,570	...	1,206,629	15,87,983	...	2,194,631	22,56,501
		Total and average	...	424,138	22,07,178	...	2,464,465	31,88,838	...	4,462,487	47,19,467

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

GERS.

Fourth or Lowest class.			Total.		Miscellaneous, including parcel, luggage, etc.	Total.	Deductions.	Net Total.	1894.	Serial Number.	Remarks.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.							
Pies.		₹		₹	₹	₹	₹	₹			
2·51	9,171,283	75,87,121	9,792,441	88,49,043	9,21,835	97,70,878	36,176	97,34,702	1st half	I	
2·51	7,759,247	62,28,567	8,354,026	74,64,188	9,53,737	84,17,925	2,023	84,15,902	2nd half		
2·51	16,930,530	1,38,15,688	18,146,467	1,63,13,231	18,75,572	1,81,88,803	38,199	1,81,50,604	Total and average.		
2·00	1,122,358	5,95,757	1,155,964	6,40,530	79,799	7,20,329	...	7,20,329	1st half	II	
2·00	961,726	4,66,814	992,634	5,20,739	80,048	6,00,787	10	6,00,777	2nd half		
2·00	2,084,084	10,62,571	2,148,598	11,61,269	1,59,847	13,21,116	10	13,21,106	Total and average.		
(*b*) 2·54	(*b*) 682,844	(*b*) 5,86,390	933,002	9,67,978	1,49,046	11,17,024	...	11,17,024	1st half	III	(*a*) Third class by mail trains. (*b*) Third class by other than mail trains. (*c*) Including the metre and special gauge sections of the undertaking.
(*b*) 2·54	(*b*) 568,183	(*b*) 4,74,022	794,619	8,19,960	1,45,094	9,65,054	...	9,65,054	2nd half		
2·54	1,251,027	10,60,41½	1,727,621	17,87,938	2,94,140	20,82,078	...	20,82,078	Total and average.		
2·49	54,470	17,685	55,195	18,263	1,519	19,782	...	19,782	1st half	V	
...	...	...	...	...	...	...	...	39,881	2nd half		
2·49	54,470	17,685	55,195	18,263	1,519	19,782	...	59,663	Total and average.		
2·31	5,879,501	37,56,103	6,182,263	44,01,209	5,88,849	49,90,058	...	49,90,058	1st half	X	(*d*) The average fares shown in this statement are for the standard gauge section only. The average fares on the metre gauge sections are pies 13·82, 6·47, 3·14, and 2·51 for the first, second, third or intermediate, and fourth or lowest classes, respectively, during the first-half of 1894, and pies 14·29, 6·15, 3·04, and 2·51, respectively during the second-half of 1894.
2·30	5,740,653	34,88,878	6,125,155	41,78,539	7,98,512	49,77,051	...	49,77,051	2nd half		
2·30	11,620,154	72,44,981	12,307,418	85,79,748	13,87,361	99,67,109	...	99,67,109	Total and average.		
2·31	175,365	31,849	183,718	35,526	1,972	37,498	...	37,498	1st half	XI	
2·30	136,355	28,450	144,581	32,380	1,800	34,180	...	34,180	2nd half		
2·30	311,720	60,299	328,299	67,906	3,772	71,678	...	71,678	Total and average.		
2·54	3,075,093	17,82,503	3,188,278	19,83,923	1,85,203	21,69,126	119	21,69,007	1st half	XII	
2·50	27,78,138	14,28,739	2,882,290	16,03,362	1,68,952	17,72,314	3	17,72,311	2nd half		
2·52	5,853,231	32,11,242	6,070,568	35,87,285	3,54,155	39,41,440	122	39,41,318	Total and average.		
(*d*) 2·55	4,694,119	18,49,311	5,220,455	22,40,184	2,40,940	24,81,124	....	24,81,124	1st half	XIII	
(*d*) 2·58	4,733,688	16,54,797	5,279,209	20,42,181	2,34,373	22,76,554	...	22,76,554	2nd half		
2·56	9,427,807	35,04,108	10,499,664	42,82,365	4,75,313	47,57,678	...	47,57,678	Total and average.		
2·55	798,902	2,57,463	872,077	2,97,175	9,669	3,06,784	...	3,06,784	1st half	XIV	
2·58	723,212	2,18,754	791,460	2,57,903	10,798	2,68,701	...	2,68,701	2nd half		
2·56	1,522,114	4,76,217	1,663,537	5,55,078	20,047	5,75,485	...	5,75,485	Total and average.		
...	...	...	...	...	...	...	...	...	1st half	XV	
									2nd half		
									Total and average.		
1·79	1,070,755	4,15,049	1,083,772	4,32,004	18,055	4,50,059	...	4,50,059	1st half	XVI	
1·98	988,432	3,74,276	1,002,110	3,94,078	28,397	4,22,475	...	4,22,475	2nd half		
1·88	2,059,187	7,89,325	2,085,882	8,26,082	46,452	8,72,534	...	8,72,534	Total and average.		
(*b*) 2·42	(*b*)6,371,808	(*b*) 30,19,089	7,022,311	41,24,430	7,36,913	48,61,343	...	48,61,343	1st half	XXII	
(*b*) 2·40	(*b*)6,275,290	(*b*) 26,97,604	6,890,151	37,82,578	7,29,023	45,11,601	...	45,11,601	2nd half		
2·41	12,647,098	57,16,693	13,912,462	19,07,008	14,65,936	93,72,944	...	93,72,944	Total and average.		
2·35	6,775,860	16,02,769	7,676,803	22,90,681	3,01,426	25,92,107	...	25,92,107	1st half	XXIII	
2·36	6,850,971	14,98,976	7,644,127	21,09,327	2,85,714	23,95,041	5	23,95,036	2nd half		
2·35	13,626,831	31,01,745	15,320,930	44,00,008	5,87,140	49,87,148	5	49,87,143	Total and average.		
1·64	4,984,603	15,46,711	5,032,502	17,52,346	2,66,819	20,19,165	...	20,19,165	1st half	XXIV	
1·64	5,078,533	16,06,363	5,127,561	18,00,928	2,98,274	20,99,202	...	20,99,202	2nd half		
1·64	10,063,136	31,53,074	10,160,063	35,53,274	5,65,093	41,18,367	...	41,18,367	Total and average.		
(*b*) 2·00	(*b*) 467,963	(*b*)2,44,973	661,056	3,99,910	65,684	4,65,594	...	4,65,594	1st half	XXX	
(*b*) 2·00	(*b*) 479,617	(*b*)2,42,933	662,299	3,78,064	43,847	4,21,911	...	4,21,911	2nd half		
2·00	947,580	4,87,990	1,323,355	7,77,974	1,09,531	8,87,505	...	8,87,505	Total and average.		
...	45,324,924	2,32,92,773	49,059,837	2,84,33,202	35,67,669	3,20,00,871	36,295	3,19,64,576	1st half		
...	43,074,045	2,04,09,173	46,690,222	2,53,84,227	37,78,569	2,91,62,796	2,041	2,92,00,636	2nd half		
...	88,398,969	4,37,01,946	95,750,059	5,38,17,429	73,46,238	6,11,63,667	38,336	6,11,65,212	Total and average.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1894. [From Abstract H of

PASSEN

Serial Number.	Railway.	1894.	First class.			Second class.			Third or Intermediate class.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
	STANDARD GAUGE—*concld.*		Pies.		₹	Pies.		₹	Pies.		₹
	Brought forward STANDARD GAUGE.	1st half	...	209,221	10,76,608	...	1,257,836	16,00,855	...	2,267,856	24,62,966
		2nd half	...	214,917	11,30,570	...	1,206,629	15,87,983	...	2,194,631	22,56,501
		Total and average.	...	424,138	22,07,178	...	2,464,465	31,88,838	...	4,462,487	47,19,467
XXXI	The Gaekwar's Petlád	1st half	9·88	87	67	4·52	1,326	495	...	...	...
		2nd half	9·87	46	45	4·78	862	343	...	...	...
		Total and average	9·87	133	112	4·65	2,188	838	...	...	...
XXXII	Kolar Gold-fields	1st half	11·65	1,459	263	5·25	1,149	117	...	...	...
		2nd half	10·42	4,764	914	5·19	6,774	679	...	...	...
		Total and average	11·03	6,223	1,177	5·22	7,923	796	...	...	...
XXXIII	Rájpura-Bhátinda	1st half	11·53	1,858	2,966	4·24	2,795	2,545	3·13	11,873	5,370
		2nd half	11·18	1,561	2,318	4·89	2,262	2,101	3·06	12,985	5,631
		Total and average	11·35	3,419	5,284	4·56	5,057	4,646	3·09	24,858	11,001
	TOTAL STANDARD GAUGE	1st half	...	212,625	10,79,904	...	1,263,106	16,04,012	...	2,279,729	24,68,336
		2nd half	...	221,288	11,33,847	...	1,216,527	15,91,106	...	2,207,616	22,62,132
		Total and average.	...	433,913	22,13,751	...	2,479,633	31,95,118	...	4,487,345	47,30,468
	METRE GAUGE.										
XXXVII	Bengal and North-Western— Tirhoot section Company's section	1st half	20·51	7,550	26,022	10·00	11,007	20,195	4·83	34,785	18,702
		2nd half	21·10	7,500	22,575	9·83	12,075	20,940	4·83	33,904	18,034
		Total and average	20·80	15,050	48,597	9·91	23,082	41,135	4·83	68,689	36,736
XXXVIII	Rohilkund and Kumaon (Lucknow-Bareilly section)	1st half	27·82	762	3,719	10·05	2,570	5,586	3·99	4,578	3,631
		2nd half	28·27	892	4,648	11·18	2,386	5,340	4·00	4,755	3,884
		Total and average	28·04	1,654	8,367	10·61	4,956	10,926	3·99	9,333	7,515
XXXIX	Rajputana-Malwa	1st half	13·68	10,091	80,684	6·11	37,605	1,07,786	3·00	140,725	1,67,572
		2nd half	13·23	8,837	59,657	5·97	37,858	1,05,663	3·00	141,042	1,54,824
		Total and average	13·43	18,928	1,40,341	6·04	75,463	2,13,449	3·00	281,767	3,22,396
XL	Pálanpur-Deesa	1st half	13·68	492	374	6·11	1,804	622	...	...	...
		2nd half	13·23	386	410	5·97	1,154	493	...	...	...
		Total and average	13·45	878	784	6·04	2,958	1,115	...	...	...
XLI	Southern Mahratta	1st half	11·55	8,680	48,095	5·37	29,711	68,225	...	...	...
		2nd half	11·56	8,198	51,324	5·25	29,780	67,058	...	...	...
		Total and average	11·55	16,878	99,419	5·31	59,491	1,35,283	...	...	...
XLII	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway.								
		2nd half									
		Total and average							...	...	...
XLIII	Southern Mahratta (Mysore section).	1st half									
		2nd half									
		Total and average									
	TOTAL METRE GAUGE carried over	1st half	...	27,575	1,58,894	...	82,697	2,02,414	...	180,088	1,89,905
		2nd half	...	25,813	1,38,614	...	83,253	1,99,494	...	179,701	1,76,742
		Total and average.	...	53,388	2,97,508	...	165,950	4,01,908	...	359,789	3,66,647

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

GERS.

FOURTH OR LOWEST CLASS.			TOTAL.		Miscellaneous, including parcel, luggage, etc.	TOTAL.	Deductions.	NET TOTAL.	1894.	Serial Number.	REMARKS.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.							
Pies.		R		R	R	R	R	R			
...	45,324,924	2,32,92,773	49,059,837	2,84,33,202	35,67,669	3,20,00,871	36,295	3,19,64,576	1st half		
...	43,074,045	2,04,09,173	46,690,222	2,53,84,227	37,78,569	2,91,62,796	2,041	2,92,00,636	2nd half		
...	88,398,969	4,37,01,946	95,750,059	5,38,17,429	73,46,238	6,11,63,667	38,336	6,11,65,212	Total and average.		
2·35	136,065	23,838	137,478	24,400	960	25,360	...	25,360	1st half	XXXI	
2·36	132,870	22,952	133,778	23,340	876	24,216	...	24,216	2nd half		
2·35	268,935	46,790	271,256	47,740	1,836	49,576	...	49,576	Total and average.		
1·64	35,608	2,103	38,216	2,483	155	2,638	...	2,638	1st half	XXXII	
1·64	244,233	14,169	255,771	15,762	1,002	16,764	...	16,764	2nd half		
1·64	279,841	16,272	293,987	18,245	1,157	19,402	...	19,402	Total and average		
2·31	423,135	1,55,720	439,661	16,660	11,751	1,78,352	...	1,78,352	1st half	XXXIII	
2·30	403,269	1,39,091	420,077	1,49,141	11,094	1,60,235	...	1,60,235	2nd half		
2·30	826,404	2,94,811	859,738	3,15,742	22,845	3,38,587	...	3,38,587	Total and average.		
...	45,919,732	2,34,74,434	49,675,192	2,86,26,686	35,80,535	3,22,07,221	36,295	3,21,70,926	1st half		
...	43,854,417	2,05,85,385	47,499,848	2,55,72,470	37,91,541	2,93,64,011	2,041	2,94,01,851	2nd half		
...	89,774,149	4,40,59,819	97,175,040	5,41,99,156	73,72,076	6,15,71,232	38,336	6,15,72,777	Total and average.		
2·00	2,800,099	10,58,100	2,853,441	11,23,019	68,968	11,91,987	...	11,91,987	1st half	XXXVII	
2·00	2,594,044	9,18,283	2,647,523	9,79,832	59,400	10,39,232	...	10,39,232	2nd half		
2·00	5,394,143	19,76,383	5,500,964	21,02,851	1,28,368	22,31,219	...	22,31,219	Total and average.		
2·17	481,671	1,60,302	489,581	1,73,238	11,159	1,84,397	...	1,84,397	1st half	XXXVIII	
2·20	409,440	1,30,721	417,473	1,44,593	14,250	1,58,843	...	1,58,843	2nd half		
2·18	891,111	2,91,023	907,054	3,17,831	25,409	3,43,240	...	3,43,240	Total and average.		
2·00	5,260,613	28,94,411	5,449,034	32,50,453	3,54,526	36,04,979	...	36,04,979	1st half	XXXIX	
2·00	4,947,716	27,29,456	5,135,453	30,49,600	3,42,147	33,91,747	39,988	33,51,759	2nd half		
2·00	10,208,329	56,23,867	10,584,487	63,00,053	6,96,673	69,96,726	39,988	69,56,738	Total and average		
2·00	45,677	7,735	47,973	8,731	1,041	9,772	...	9,772	1st half	XL	
2·00	47,949	8,156	49,489	9,059	1,007	10,066	...	10,066	2nd half		
2·00	93,626	15,891	97,462	17,790	2,048	19,838	...	19,838	Total and average.		
2·00	3,348,969	13,88,266	3,387,360	15,04,586	1,72,188	16,76,774	5,46,312	11,30,462	1st half	XLI	
2·00	3,230,875	13,37,601	3,268,853	14,55,983	1,58,793	16,14,776	5,70,005	10,44,771	2nd half		
2·00	6,579,844	27,25,867	6,656,213	29,60,569	3,30,981	32,91,550	11,16,317	21,75,233	Total and average.		
								90,996	1st half	XLII	
								96,225	2nd half		
								1,87,221	Total and average.		
...	...	...	...	...	...	...	...	3,46,336	1st half	XLIII	
								3,68,563	2nd half		
								7,14,899	Total and average.		
...	11,937,029	55,08,814	12,227,389	60,60,027	6,07,882	66,67,909	5,46,312	65,58,929	1st half		
...	11,230,024	51,24,217	11,518,791	56,39,067	5,75,597	62,14,664	6,09,993	60,69,459	2nd half		
...	23,167,053	1,06,33,031	23,746,180	1,16,99,094	11,83,479	1,28,82,573	11,56,305	1,26,28,388	Total and average		

APPENDIX
STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1894. [From Abstract H of

PASSEN

Serial Number.	Railway.	1894.	First class.			Second class.			Third or Intermediate class.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
	Metre gauge—*contd.*		Pies.		£	Pies.		£	Pies.		£
	Brought forward Metre gauge.	1st half	...	27,575	1,58,894	...	82,697	2,02,414	...	180,088	1,89,905
		2nd half	...	25,813	1,38,614	...	83,253	1,99,494	...	179,701	1,76,742
		Total and average	...	53,388	2,97,508	...	165,950	4,01,908	...	359,789	3,66,647
XLIV	South Indian	1st half	10·84	10,338	28,060	3·93	89,066	74,912	...	...	...
		2nd half	11·85	9,743	30,811	3·91	95,668	81,102	...	...	...
		Total and average	11·34	20,081	58,871	3·92	184,734	1,56,014	...	...	...
XLV	Máyavaram-Mutupet	1st half	10·84	100	101	3·93	2,544	822	...	...	...
		2nd half	11·85	154	161	3·91	5,675	2,046	...	...	...
		Total and average	11·34	254	262	3·92	8,219	2,868	...	...	...
XLVIII	Burma (state)	1st half	13·91	8,939	40,653	5·50	114,686	85,865	...	...	...
		2nd half	14·11	8,794	38,127	5·50	108,399	79,823	...	...	...
		Total and average	14·01	17,733	78,780	5·50	223,085	1,65,688	...	...	...
LI	Deoghur	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total and average	...	...	...	...	...	...	...	...	...
LII	Rohilkund and Kumaon (Company's section)	1st half	27·82	1,119	10,385	10·05	4,395	21,313	...	...	...
		2nd half	28·27	1,426	13,444	11·18	4,348	21,094	...	...	...
		Total and average	28·04	2,545	23,829	10·61	8,743	42,407	...	...	...
LIII	Bengal Dooars	1st half	*36·00	198	818	*21·00	617	1,388	*6·00	82	57
		2nd half	*36·00	112	416	*21·00	820	1,725	*6·00	307	225
		Total and average	36·00	310	1,234	21·00	1,437	3,113	6·00	389	282
LIV	Dibru-Sadiya	1st half	*18·00	1,885	4,419	*13·50	1,273	1,800	...	...	...
		2nd half	*18·00	1,917	4,588	*9·00	1,140	1,555	...	...	...
		Total and average	18·00	3,802	9,007	11·25	2,413	3,355	...	...	...
LVII	The Gaekwar's Mehsána.	1st half	13·68	166	337	6·11	1,593	1,414	...	...	...
		2nd half	13·23	177	407	5·97	1,584	1,338	...	...	...
		Total and average	13·45	343	744	6·04	3,177	2,752	...	...	...
LVIII	Kolhápur	1st half									
		2nd half									
		Total and average									
LIX	Yesvantpur-Mysore frontier	1st half									
		2nd half									
		Total and average	Included with the Southern Mahratta railway.								
LX	Mysore-Nanjangúd	1st half									
		2nd half									
		Total and average									
LXI	Jodhpore-Bickaneer—Jodhpore section	1st half	*18·00	504	3,485	*6·00	4,374	6,652	...	...	...
		2nd half	*18·00	478	4,051	*6·00	2,747	5,877	...	...	...
		Total and average	18·00	982	7,536	6·00	7,121	12,529	...	...	...
	Total Metre Gauge carried over	1st half	...	50,824	2,47,152	...	301,245	3,96,580	...	180,170	1,89,962
		2nd half	...	48,614	2,30,619	...	303,634	3,94,054	...	180,008	1,76,967
		Total and average (a)	...	99,438	4,77,771	...	604,879	7,90,634	...	360,178	3,66,929

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

GERS.

Fourth or Lowest class.			Total.		Miscellaneous, including parcel luggage, etc	Total.	Deductions.	Net total	1894.	Serial Number.	Remarks.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.							
Pies.		₹		₹	₹	₹	₹	₹			
...	11,937,020	55,08,814	12,227,389	60,60,027	6,07,882	66,67,909	7,46,312	65,58,929	1st half		
...	11,230,024	51,24,247	11,518,791	56,39,067	5,75,597	62,14,064	5,09,993	60,69,459	2nd half		
....	23,167,053	1,06,33,031	23,746,180	1,16,99,094	11,83,479	1,28,82,573	12,56,305	1,26,28,388	Total and average.		
2·00	5,406,014	18,40,695	5,505,418	19,43,667	1,16,199	20,59,866	353	20,59,513	1st half	XLIV	
2·00	5,871,028	19,97,196	5,976,439	21,09,109	1,17,004	22,26,113	...	22,26,113	2nd half		
2·00	11,277,042	38,37,891	11,481,857	40,52,776	2,33,203	42,85,979	353	42,85,626	Total and average.		
2·00	212,943	34,670	215,587	35,593	565	36,158	...	36,158	1st half	XLV	
2·00	487,870	83,331	493,699	85,538	1,521	87,059	...	87,059	2nd half		
2·00	700,813	1,18,001	709,286	1,21,131	2,086	1,23,217	...	1,23,217	Total and average.		
3·00	3,424,187	16,71,320	3,547,812	17,97,838	77,958	18,75,796	...	18,75,796	1st half	XLVIII	
3·00	2,880,315	12,27,723	2,997,508	13,45,073	83,115	14,28,788	...	14,28,788	2nd half		
3·00	6,304,502	28,99,043	6,545,320	31,43,511	1,61,073	33,04,584	...	33,04,584	Total and average.		
...	...	...	...	...	...	25,922	...	25,922	1st half	LI	*Actual single journey fare.
									2nd half		
...	...	...	...		...	25,922	...	25,922	Total and average.		
2·17	80,459	45,869	83,973	77,567	20,029	97,596	14	97,582	1st half	LII	
2·20	74,015	44,052	79,789	78,590	22,556	1,01,146	...	1,01,146	2nd half		
2·18	154,474	89,921	165,762	1,56,157	42,585	1,98,742	14	1,98,728	Total and average.		
*3·00	30,621	10,159	31,518	12,422	2,273	14,695	...	14,695	1st half	LIII	
*3·00	54,538	16,965	55,777	19,331	3,222	22,553	...	22,553	2nd half		
3·00	85,159	27,124	87,295	31,753	5,495	37,248	...	37,248	Total and average.		
*4·00	88,137	42,567	91,295	48,786	8,074	56,860	...	56,860	1st half	LIV	
*4·00	79,142	34,610	82,199	40,753	7,845	48,598	...	48,598	2nd half		
4·00	167,279	77,177	173,494	89,539	15,919	1,05,458	...	1,05,458	Total and average.		
2·00	318,434	76,767	320,193	78,518	4,351	82,869	...	82,869	1st half	LVII	
2·00	300,714	72,911	302,475	74,656	4,932	79,588	...	79,588	2nd half		
2·00	619,148	149,678	622,668	1,53,174	9,283	1,62,457	...	1,62,457	Total and average.		
								48,515	1st half	LVIII	
								40,526	2nd half		
								89,041	Total and average.		
								45,580	1st half	LIX	
...	...	...	...	...	...	...	...	45,577	2nd half		
								91,157	Total and average.		
								14,885	1st half	LX	
								19,115	2nd half		
								34,000	Total and average.		
*2·00	352,700	2,15,041	357,578	2,25,178	20,750	2,45,928	...	2,45,928	1st half	LXI	
*2·00	311,826	1,80,429	315,051	1,90,357	19,212	2,09,569	...	2,09,569	2nd half		
2·00	664,526	395,470	672,629	4,15,535	39,962	4,55,497	...	4,55,497	Total and average.		
...	21,850,524	94,45,902	22,382,763	1,02,79,596	8,58,081	1,11,37,677	5,46,679	1,11,37,310	1st half		
...	21,289,472	87,81,434	21,821,728	95,83,074	8,35,004	1,04,18,078	6,09,993	1,03,78,091	2nd half		
...	43,139,996	1,82,27,336	44,204,491	1,98,62,670	16,93,085	2,15,81,677	11,56,672	2,15,41,323	Total and average. (a)		(a) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX
STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1894. [From Abstract H of

PASSEN

Serial Number.	Railway.	1894.	First Class.			Second Class.			Third or Intermediate Class.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
	Metre gauge—*concld.*		Pies.		₹	Pies.		₹	Pies.		₹
	Brought forward Metre gauge	1st half	...	50,824	2,47,152	...	301,245	3,96,580	...	180,170	1,89,962
		2nd half	...	48,614	2,30,619	...	303,634	3,94,054	...	180,008	1,76,967
		Total and average. (*a*)	...	99,438	4,77,771	...	604,879	7,90,634	...	360,178	3,66,929
LXI	Jodhpore-Bickaneer— Bickaneer section	1st half	*18·00	81	303	*6·00	302	435	...	...	...
		2nd half	*18·00	109	774	*6·00	320	162	...	...	...
		Total and average.	18·00	190	1,077	6·00	622	597	...	...	...
LXII	Bhávnagar-Gondal-Junágarh-Porbandar.	1st half	10·72	2,435	9,101	5·15	17,916	22,921	...	...	...
		2nd half	10·58	1,960	6,416	5·11	16,269	19,692	...	...	...
		Total and average.	10·65	4,395	15,517	5·13	34,185	42,613	...	...	...
LXIII	Jetalsar-Rájkot	1st half	10·72	823	1,368	5·15	4,324	3,601	...	...	...
		2nd half	10·58	951	1,738	5·11	4,912	3,938	...	...	...
		Total and average.	10·65	1,774	3,106	5·13	9,236	7,539	...	...	...
	Total Metre gauge	1st half	...	54,163	2,57,924	...	323,787	4,23,537	...	180,170	1,89,962
		2nd half	...	51,634	2,39,547	...	325,135	4,17,846	...	180,008	1,76,967
		Total and average. (*a*)	...	105,797	4,97,471	...	648,922	8,41,383	...	360,178	3,66,929
	Special gauges.										
	Cherra-Companyganj (2′ 6″).	1st half	(*b*)*27·00	(*b*) 92	(*b*) 90	...	...	...	...	...	...
		2nd half	(*b*)*27·00	(*b*)125	(*b*) 124	...	...	...	...	...	...
		Total and average.	27·00	217	214	...	...	...	...	...	...
LXVIII	Jorhát (2′ 0″)	1st half	(*b*)*24·00	(*b*) 498	(*b*)626	...	...	...	...	...	...
		2nd half	(*b*)*24·00	(*b*) 552	(*b*) 658	...	...	...	...	...	...
		Total and average.	24·00	1,050	1,284	...	...	...	...	...	...
LXIX	Darjeeling-Himalayan (2′ 0″).	1st half	*72·00	2,159	26,332	*36·00	4,603	27,577	...	...	...
		2nd half	*72·00	2,318	26,312	*36·00	5,684	33,067	...	...	...
		Total and average.	72·00	4,477	52,644	36·00	10,287	60,644	...	...	...
LXX	The Gaekwar's Dabhoi (2′ 6″)	1st half	...	...	...	(*b*)*9·00	(*b*)3,283	(*b*)2,710	...	...	...
		2nd half	...	...	...	(*b*)*9·00	(*b*)2,037	(*b*)2,101	...	...	...
		Total and average.	...	...	...	9·00	5,320	4,811	...	...	...
LXXII	Cooch Behar (2′ 6″)	1st half	*24·00	54	164	*12·00	231	297	*6·00	492	349
		2nd half	*24·00	106	289	*12·00	356	434	*6·00	1,129	700
		Total and average.	24·00	160	453	12·00	587	731	6·00	1,621	1,049
LXXIII	Morvi (2′ 6″)	1st half	*12·00	335	1,339	*9·00	3,215	8,463	...	...	...
		2nd half	*12·00	978	3,390	*9·00	3,507	6,394	...	...	...
		Total and average.	12·00	1,313	4,729	9·00	6,722	14,857	...	...	...
	Total special gauges	1st half	...	3,138	28,551	...	11,332	39,047	...	492	349
		2nd half	...	4,079	30,773	...	11,584	41,996	...	1,129	700
		Total and average.	...	7,217	59,324	...	22,916	81,043	...	1,621	1,049
	Total of all gauges for the year.	...	...	546,927	27,70,546	...	3,151,471	41,17,544	...	4,849,144	50,98,446

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC—*concluded.*

Revenue Accounts.] Half-years ended 30th June and the 31st December 1894.

GEES.

Fourth or Lowest Class.		Total.		Miscellaneous, including parcel, luggage, etc.	Total.	Deductions.	Net total.	1894.	Serial Number.	Remarks.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.						
Pies.		₹		₹	₹	₹	₹	₹		
...	21,850,524	94,45,902	22,382,763	1,02,79,596	8,58,081	1,11,37,677	5,46,679	1,11,37,310	1st half	
...	21,289,472	87,81,434	21,821,728	95,83,074	8,35,004	1,04,18,078	6,09,993	1,03,78,091	2nd half	
...	43,139,996	1,82,27,336	44,204,491	1,98,62,670	16,93,085	2,15,81,677	11,56,672	2,15,41,323	Total and average. (a)	
*2·00	41,676	17,072	42,059	17,810	2,411	20,221	...	20,221	1st half	LXI
*2·00	35,044	13,822	35,473	14,758	1,859	16,617	...	16,617	2nd half	
2·00	76,720	30,894	77,532	32,568	4,270	36,838	...	36,838	Total and average.	
2·75	846,761	4,43,487	867,112	4,75,509	32,689	5,08,198	...	5,08,198	1st half	LXII
2·75	730,211	3,89,060	748,440	4,15,768	23,838	4,39,606	...	4,39,606	2nd half	
2·75	1,576,972	833,147	1,615,552	8,91,277	56,527	9,47,804	...	9,47,804	Total and average.	
2·75	132,645	49,890	137,792	54,859	4,690	59,549	...	59,549	1st half	LXIII
2·75	127,449	47,805	133,312	53,481	4,596	58,077	...	58,077	2nd half	
2·75	260,094	97,695	271,104	1,08,340	9,286	1,17,626	...	1,17,626	Total and average.	
...	22,871,606	99,56,351	23,429,726	1,08,27,774	8,97,871	1,17,25,645	5,46,679	1,17,25,278	1st half	
...	22,182,176	92,32,721	22,738,953	1,00,67,081	8,65,297	1,09,32,378	6,09 993	1,08,92,391	2nd half	
...	45,053,782	1,91,89,072	46,168,679	2,08,94,855	17,63,168	2,26,83,945	11,56,672	2,26,43,591	Total and average. (a)	(a) Including the Deoghur railway, for which yearly figures are shown.
(c)*3·00	(c) 19,403	(c) 1,441	19,495	1,531	104	1,635	...	1,635	1st half	
(c)*3·00	(c) 12,836	(c) 1,017	12,961	1,141	49	1,190	...	1,190	2nd half	
3·00	32,239	2,458	32,456	2,672	153	2,825	...	2,825	Total and average.	
(c)*4·00	(c) 28,084	(c) 3,960	28,582	4,586	600	5,186	...	5,186	1st half	LXVIII
(c)*4·00	(c) 27,917	(c) 3,795	28,469	4,453	296	4,749	...	4,749	2nd half	
4·00	56,001	7,755	57,051	9,039	896	9,935	...	9,935	Total and average.	
*15·00	18,542	37,882	25,304	91,791	23,614	1,15,405	...	1,15,405	1st half	LXIX
*15·00	21,442	44,615	29,444	1,03,994	26,447	1,30,441	...	1,30,441	2nd half	
15·00	39,984	82,497	54,748	1,95,785	50,061	2,45,846	...	2,45,846	Total and average.	
(c)*3·00	(c) 249,353	(c) 75,213	252,636	77,923	2,837	80,760	...	80,760	1st half	LXX
(c)*3·00	(c) 202,134	(c) 58,583	204,171	60,684	2,283	62,967	...	62,967	2nd half	
3·00	451,487	1,33,796	456,807	1,38,607	5,120	1,43,727	...	1,43,727	Total and average.	(b) Upper class. (c) Lower class.
*4·00	18,451	6,541	19,228	7,351	448	7,799	...	7,799	1st half	LXXII
*4·00	26,764	9,497	28,355	10,920	939	11,859	...	11,859	2nd half	
4·00	45,215	16,038	47,583	18,271	1,387	19,658	...	19,658	Total and average.	
*3·00	139,197	89,224	142,747	99,026	11,014	1,10,040	...	1,10,040	1st half	LXXIII
*3·00	137,289	85,320	141,774	95,104	9,725	1,04,829	...	1,04,829	2nd half	
3·00	276,486	1,74,544	284,521	1,94,130	20,739	2,14,869	...	2,14,869	Total and average.	
...	473,030	2,14,261	487,992	2,82,208	38,617	3,20,825	...	3,20,825	1st half	
...	428,382	2,02,827	445,174	2,76,296	39,739	3,16,035	...	3,16,035	2nd half	
...	901,412	4,17,088	933,166	5,58,504	78,356	6,36,860	...	6,36,860	Total and average.	
...	135,729,343	6,36,65,979	144,276,885	7,56,52,515	92,13,600	8,48,92,037	11,95,008	8,48,53,228	...	

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1894 [From Abstract I of

Serial Number.	Railway.	1894.	General Merchandise.		Military Stores.		Railway Materials for Construction and Revenue Stores.	
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.
				₹		₹		₹
I	Standard Gauge. East Indian	1st half	453,217,619	1,39,06,140	1,091,604	1,09,311	22,530,625	3,02,039
		2nd half	369,922,403	1,16,18,518	2,008,878	2,10,562	24,542,950	3,25,210
		Total	823,140,082	2,55,24,658	3,100,482	3,19,873	47,073,575	6,27,249
II	Bengal-Nágpur	1st half	72,177,163	28,24,868	20,654	1,658	2,642,213	40,758
		2nd half	31,165,144	13,30,249	21,870	1,696	3,176,698	55,771
		Total	103,342,307	41,55,117	42,524	3,354	5,818 911	96,529
III	Indian Midland	1st half	52,972,617	18,76,491	58,513	7,212	1,672,567	23,619
		2nd half	35,812,523	14,60,281	64,442	6,648	1,415,939	21,533
		Total	88,785.140	33,36,772	122,955	13,860	3,088,506	45,152
V	Godhra-Rutlam	1st half	807,139	39,188	...	...	289,138	5,270
		2nd half	Details not furnished.		...	...	...	...
		Total	807,139	39,188	...	...	289,138	5,270
X	North-Western (state)	1st half	323,731,477	96,63,511	4,305,782	3,04,699	61,062,683	8,44,556
		2nd half	292,425,730	90,68,791	3,993,212	2,59,218	41,800,510	6,45,365
		Total	616,157,207	1,87,32,302	8,298,994	5,63,917	102,923,193	14,89,921
XI	Hyderabad-Shadipalli	1st half	634,806	38,072	119	21	510,098	8,284
		2nd half	385,105	21,274	193	34	356,955	4,557
		Total	1,019,911	59,346	312	55	867,053	12,841
XII	Oudh and Rohilkhand (state).	1st half	75,392,688	28,98,569	211,637	18,114	14,365,936	2,01,836
		2nd half	99,903,725	28,30,448	156,810	14,208	7,101,371	1,05,937
		Total	175,295,413	57,29,017	368,447	32,322	21,527,307	3,07,773
XIII	Eastern Bengal (state)(a)	1st half	53,404,830	25,40,873	19,608	1,684	4,432,498	56,560
		2nd half	93.119,225	50,92,766	9,750	1,297	2,298,178	29,326
		Total	146,524,055	76,33,639	29,358	2,981	6,730,676	85,886
XIV	Bengal Central	1st half	2,749,153	83,940	327	175	44,243	564
		2nd half	3,012,783	1,27,119	186	103	37,875	483
		Total	6,362,236	2,11,059	513	278	82,118	1,047
XV	Calcutta Port Commissioners'.	1st half	...	...	...	...	...	...
		2nd half						
		Total	...	...	...	...	...	...
XVI	East Coast (state)	1st half	6,052,629	1,35.089	82	6	6,261,721	81,096
		2nd half	4,836,285	1,14,933	1,759	104	6,579,969	91,376
		Total	10,888,914	2,50,022	1,841	110	12,841,690	1,72,472
XXII	Great Indian Peninsula	1st half	353,880,025	1,68,46.560	1,093,128	1,17,658	26,461,322	4,22,261
		2nd half	148,397,973	75,88,200	692,862	88,213	26,030,276	4,12,447
		Total	502,277,998	2,44,34,760	1,785,990	2,05,871	52,491,598	8,34,708
XXIII	Bombay, Baroda and Central India.	1st half	155,654,179	62,66,296	130,492	13,506	2,721,536	57,292
		2nd half	77,268,363	33,44,618	94,697	10,861	4,147,067	1,09,197
		Total	232,922,542	96,10,914	225,189	24,367	6,869,203	1,66,489
XXIV	Madras	1st half	57,589,123	27,36,489	255,245	40,256	2,538,480	55,964
		2nd half	56,992,122	27,10,428	244,433	33,394	2,146,296	47,292
		Total	114,581,245	54,46,917	499,678	73,650	4,684,776	1,03,256
XXX	The Nizam's Guaranteed State.	1st half	12,438,181	6,79,359	52,775	7,500	1,259.572	29,791
		2nd half	10,372,744	5,69,966	53,482	6,184	802,627	16,417
		Total	22,810,925	12,49,325	1,06,257	13,684	2,122,199	46,208
XXXI	The Gaekwar's Petlád	1st half	174,800	12,396	...	...	391	7
		2nd half	89,059	5,855	...	...	387	7
		Total	263,859	18,251	...	...	778	14
	Total Standard Gauge carried over.	1st half	1,020,876,729	6,05.47,841	7,230,966	6,21,800	146,793,023	21,29,897
		2nd half	1,224,302,244	4,58,83,446	7,342,574	6,32,522	120,617,698	18,64,918
		Total	2,845,178,973	10,64,31,287	14,582,540	12,54,322	267,410,721	39,94,815

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GOODS TRAFFIC.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

Coal.		Miscellaneous.	Total.	Deductions.	Net total.	1894.	Serial Number.	Remarks.
Ton-miles.	Earnings.							
	R	R	R	R	R			
251,704,073	46,13,062	1,08,709	1,90,39,261	5,507	1,90,33,754	1st half	I	
225,145,974	40,17,540	1,54,265	1,63,20,095	3,970	1,63,22,125	2nd half		
476,850,047	86,30,602	2,62,974	3,53,65,356	9,177	3,53,55,879	Total		
18,607,414	3,26,611	−2,617	31,91,278	19	31,91,259	1st half	II	
14,146,827	2,27,254	3,603	16,18,633	337	16,18,296	2nd half		
32,754,241	5,53,865	1,046	48,09,911	356	48,09,555	Total		
4,895,500	64,604	15,113	19,87,039	...	19,87,039	1st half	III	
4,495,812	60,312	14,414	15,63,188	...	15,63,188	2nd half		
9,391,312	1,24,916	29,527	35,50,227	...	35,50,227	Total		
59,061	1,077	120	45,655	...	45,655	1st half	V	
...	...	...	...	...	1,96,091	2nd half		
59,061	1,077	120	45,655	...	2,41,746	Total		
19,256,310	2,61,481	54,808	1,11,32,055	...	1,11,32,055	1st half	X	
16,415,951	2,18,554	70,232	1,02,62,160	...	1,02,62,160	2nd half		
35,672,261	4,83,035	1,25,040	2,13,94,215	...	2,13,94,215	Total		
19	1	178	46,556	...	46,556	1st half	XI	
37	1	89	25,955	...	25,955	2nd half		
56	2	267	72,511	...	72,511	Total		
9,139,500	1,33,205	13,675	32,65,399	4	32,65,395	1st half	XII	
8,247,944	1,19,922	13,746	30,84,261	...	30,84,261	2nd half		
17,387,444	2,53,127	27,421	63,49,660	4	63,49,656	Total		
7,296,433	1,24,278	18,771	27,42,166	236	27,41,930	1st half	XIII	(a) Including the metre and special gauge sections of the undertaking.
5,056,600	92,232	30,312	52,45,933	...	52,45,933	2nd half		
12,353,099	2,16,510	49,083	79,83,099	236	79,87,863	Total		
735,102	12,580	796	98,055	...	98,055	1st half	XIV	
436,482	8,652	402	1,36,759	...	1,36,759	2nd half		
1,171,584	21,232	1,198	2,34,814	...	2,34,814	Total		
...	...	...	1,40,913	...	1,40,913	1st half	XV	
			1,61,665	...	1,61,665	2nd half		
...	...	...	3,02,578	...	3,02,578	Total		
889,582	13,761	3,122	2,33,074	...	2,33,074	1st half	XVI	
1,432,700	20,157	9,350	2,35,920	...	2,35,920	2nd half		
2,322,282	33,918	12,472	4,68,994	...	4,68,994	Total		
31,346,294	5,35,629	99,089	1,80,21,197	...	1,80,21,197	1st half	XXII	
19,680,321	3,39,907	88,820	85,17,587	...	85,17,587	2nd half		
51,026,615	8,75,536	1,87,909	2,65,38,784	...	2,65,38,784	Total		
13,959,389	2,62,680	1,76,496	67,76,270	...	67,76,270	1st half	XXIII	
6,824,587	1,29,175	2,11,778	38,05,629	...	38,05,629	2nd half		
20,783,976	3,91,855	3,88,274	1,05,81,899	...	1,05,81,899	Total		
6,973,986	1,52,543	23,975	30,09,227	...	30,09,227	1st half	XXIV	
7,617,287	1,66,806	17,984	29,75,904	...	29,75,904	2nd half		
14,591,273	3,19,349	41,959	59,85,131	...	59,85,131	Total		
17,745,905	4,42,354	10,019	11,69,023	...	11,69,023	1st half	XXX	
19,728,227	5,34,927	9,946	11,37,440	...	11,37,440	2nd half		
37,474,132	9,77,281	19,965	23,06,463	...	23,06,463	Total		
3,161	59	248	12,710	...	12,710	1st half	XXXI	
4,498	83	380	6,325	...	6,325	2nd half		
7,659	142	628	19,035	..	19,038	Total		
382,611,729	69,46,925	5,22,502	7,09 09,878	5,866	7,09,04,112	1st half		
329,233,313	50,35,522	6,25,381	5,51,03,454	4,307	5,52,95,238	2nd half		
711,845,042	1,28,82,447	11,47,883	12,60,13,332	10,073	12,61,99,350	Total		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1894. [From Abstract I of

Serial Number.	Railway.	1894.	General Merchandise.		Military Stores.		Railway Materials for construction and revenue stores.	
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.
	Standard Gauge—*concld.*			₹		₹		₹
	Brought forward standard gauge.	1st half	1,620,876,729	6,05,47,841	7,239,966	6,21,800	146,793,023	21,29,897
		2nd half	1,224,302,244	4,58,83,446	7,342,574	6,32,522	120,617,698	18,64,918
		Total .	2,845,178,973	10,64,31,287	14,582,540	12,54,322	267,410,721	39,94,815
XXXII	Kolar Gold-fields . .	1st half	32,489	3,691	...	...	203	7
		2nd half	138,278	15,989	...	...	936	30
		Total .	170,767	19,680	...	...	1,139	37
XXXIII	Rájpura-Bhátinda .	1st half	8,895,577	3,31,517	83,402	10,814	1,020,263	12,940
		2nd half	13,794,487	5,40,374	95,428	11,850	204,578	2,769
		Total .	22,690,064	8,71,891	178,830	22,664	1,224,841	15,709
	Total standard gauge	1st half	1,629,804,795	6,08,83,049	7,323,368	6,32,614	147,813,489	21,42,844
		2nd half	1,238,235,009	4,64,39,809	7,438,002	6,44,372	120,823,212	18,67,717
		Total .	2,868,039,804	10,73,22,858	14,761,370	12,76,986	268,636,701	40,10,561
	Metre Gauge.							
XXXVII	Bengal and North-Western—							
	Tirhoot section .	1st half	43,531,799	15,38,989	...	...	2,251,512	32,135
	Company's section .	2nd half	30,447,077	10,05,990	...	...	1,257,511	20,966
		Total .	73,978,876	25,44,979	...	...	3,509,023	53,101
XXXVIII	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half	8,754,187	2,91,516	4,436	356	1,752,689	22,363
		2nd half	9,951,090	2,72,303	18,665	1,224	929,340	11,858
		Total .	18,705,277	5,63,819	23,101	1,580	2,682,029	34,221
XXXIX	Rajputana-Malwa . .	1st half	304,517,975	1,00,51,058	406,742	45,438	11,651,853	2,06,914
		2nd half	197,367,775	68,37,674	425,296	38,383	4,825,093	88,273
		Total .	501,885,750	1,68,88,732	832,038	83,821	16,476,946	2,95,187
XL	Pálanpur-Deesa . .	1st half	196,266	9,738	2,792	326	27,276	873
		2nd half	87,466	5,699	875	87	13,579	524
		Total .	283,732	15,437	3,667	413	40,855	1,397
XLI	Southern Mahratta .	1st half	51,390,187	23,93,803	74,931	8,414	8,962,573	1,20,141
		2nd half	33,248,686	16,35,512	43,426	4,619	8,097,471	96,637
		Total .	84,638,873	40,29,315	1,18,357	13,033	17,060,044	2,16,778
XLII	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway					
		2nd half						
		Total .						
XLIII	Southern Mahratta (Mysore section).	1st half						
		2nd half						
		Total .						
XLIV	South Indian . .	1st half	38,229,090	16,46,731	20,369	2,402	3,209,275	44,694
		2nd half	42,089,340	18,22,852	14,068	1,322	4,374,750	58,538
		Total .	80,318,430	34,69,583	34,437	3,724	7,584,025	1,03,232
XLV	Máyavaram-Mutupet .	1st half	205,383	8,550	129	18	276,402	3,567
		2nd half	629,159	25,325	44	6	144,095	1,850
		Total .	834,542	33,875	173	24	420,497	5,417
XLVIII	Burma (state) . .	1st half	40,031,847	16,88,084	167,558	13,416	6,813,694	70,285
		2nd half	22,243,938	8,90,916	166,133	12,053	5,406,960	58,544
		Total .	62,275,785	25,79,000	333,691	25,469	12,220,654	1,28,829
LI	Deoghur . . .	1st half	Details not furnished					
		2nd half						
		Total .			...	...	...	...
LII	Rohilkund and Kumaon (Company's section) .	1st half	3,217,263	96,830	20,612	2,181	223,835	2,856
		2nd half	702,220	38,758	4,933	441	181,644	2,318
		Total .	3,919,483	1,35,588	25,545	2,622	405,479	5,174
LIII	Bengal Dooars . .	1st half	116,360	38,444	...	...	...	1
		2nd half	294,301	98,786	...	...	755,211	9,637
		Total .	410,661	1,37,230	...	...	755,211	9,638
	Total metre gauge carried over	1st half	496,190,357	1,77,63,743	697,569	72,551	35,169,109	5,03,829
		2nd half	337,061,052	1,26,33,815	673,440	58,135	25,985,654	3,49,145
		Total . (a)	827,251,409	3,03,97,558	1,371,009	1,30,686	61,154,763	8,52,974

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GOODS TRAFFIC—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

Coal.		Miscellaneous.	Total.	Deductions.	Net total.	1894.	Serial Number.	Remarks.
Ton-miles.	Earnings.							
	R	R	R	R	R			
382,611,729	69,46,925	5,22,502	7,09,09,878	5,766	7,09,04,112	1st half		
329,233,313	59,35,522	6,25,381	5,41,03,454	4,307	5,52,95,238	2nd half		
711,845,042	1,28,82,447	11,47,883	12,60,13,332	10,073	12,61,99,350	Total		
69,984	6,853	20	10,571	...	10,571	1st half	XXXII	
295,881	29,354	96	45,469	...	45,469	2nd half		
365,865	36,207	116	56,040	...	56,040	Total		
56,944	817	1,165	3,57,253	...	3,57,253	1st half	XXXIII	
98,550	1,352	885	5,57,231	...	5,57,231	2nd half		
155,494	2,169	2,051	9,14,484	...	9,14,484	Total.		
382,738,657	69,54,595	5,23,687	7,12,77,702	5,766	7,12,71,936	1st half		
329,627,744	59,66,228	6,26,363	5,57,06,154	4,307	5,58,97,938	2nd half		
712,366,401	1,29,20,823	11,50,050	12,69,83,856	10,073	12,71,69,874	Total		
3,235,277	52,989	5,654	16,29,767	...	16,29,767	1st half	XXXVII	
1,687,399	26,225	4,783	10,57,965	...	10,57,965	2nd half		
4,922,676	79,215	10,437	26,87,732	...	26,87,732	Total		
81,862	1,123	1,355	3,16,713	...	3,16,713	1st half	XXXVIII	
44,493	605	5,702	2,91,692	...	2,91,692	2nd half		
126,355	1,728	7,057	6,08,405	...	6,08,405	Total		
9,717,806	1,88,531	34,438	1,05,26,379	...	1,05,26,379	1st half	XXXIX	
7,567,554	1,43,173	64,984	71,72,487	1,96,091	69,76,396	2nd half		
17,285 360	3,31,704	99,422	1,76,98,866	1,96,091	1,75,02,775	Total		
93	1	151	11,089	...	11,089	1st half	XL	
93	2	138	6,450	...	6,450	2nd half		
186	3	289	17,539	...	17,539	Total		
6,685,172	1,09,680	12,026	26,44,064	5,30,423	21,13,641	1st half	XLI	
10,223,256	1,56,114	13,071	19,05,953	4,65,757	14,40,196	2nd half		
16,908,428	265,794	25,097	45,50,017	9,96,180	35,53,837	Total		
				...	98,931	1st half	XLII	
				...	80,709	2nd half		
				...	1,79,640	Total		
...	...	...	...	...	3,74,685	1st half	XLIII	
				...	3,35,818	2nd half		
				...	7,10,503	Total		
1,607,213	23,715	7,023	17,24,565	...	17,24,565	1st half	XLIV	
1,160,501	16,365	8,398	19,07,475	...	19,07,475	2nd half		
2,767,714	40,080	15,421	36,32,040	...	36,32,040	Total		
406	10	42	12,187	...	12,187	1st half	XLV	
...	...	214	27,395	...	27,395	2nd half		
406	10	256	39,582	...	39,582	Total.		
764,851	11,526	26,885	18,10,196	425	18,09,771	1st half	XLVIII	
1,299,470	18,937	23,296	10,03,746	29	10,03,717	2nd half		
2,064,321	30,463	50,181	28,13,942	454	28,13,488	Total		
...	...	...	3,407	...	3,407	1st half 2nd half	LI	
			3,407	...	3,407	Total		
670	15	834	1,02,716	...	1,02,716	1st half	LII	
275	8	2,137	43,662	...	43,662	2nd half		
945	23	2,971	1,46,378	...	1,46,378	Total		
12,888	2,942	193	41,580	...	41,580	1st half	LIII	
7,684	1,749	1,086	1,11,258	...	1,11,258	2nd half		
20,572	4,691	1,279	1,52,838	...	1,52,838	Total		
22,106,238	3,90,532	88,601	1,88,19,256	5,30,848	1,87,62,024	1st half		
21,990,725	3,63,179	1,23,809	1,35,28,083	6,61,877	1,32,82,733	2nd half		
44,096,963	7,53,711	2,12,410	3,23,50,746	11,92,725	3,20,48,164	Total (a)		

(a) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX.

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1894. [From Abstract I of

Serial Number.	Railway.	1894.	General merchandise.		Military stores.		Railway materials for construction and revenue stores.	
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.
	Metre gauge—*concld.*			£		£		£
	Brought forward Metre gauge.	1st half	490,190,357	1,77,03,743	697,569	72,531	35,169,109	5,03,829
		2nd half	337,061,052	1,26,33,815	673,440	58,135	25,985,654	3,49,145
		Total (*a*)	827,251,409	3,03,97,558	1,371,009	1,30,686	61,154,763	8,52,974
LIV	Dibru-Sadiya	1st half	608,844	1,01,263	...	...	139,865	880
		2nd half	575,291	1,04,010	...	...	113,461	1,682
		Total	1,184,135	2,05,273	...	...	253,326	2,562
LVII	The Gaekwar's Mehsána	1st half	3,639,920	1,50,030	43	5	30,163	304
		2nd half	1,540,200	62,123	...	1	54,502	881
		Total	5,180,120	2,12,158	43	6	84,665	1,245
LVIII	Kolhápur	1st half	Included with the Southern Mahratta railway					
		2nd half						
		Total						
LIX	Yesvantpur Mysore frontier.	1st half						
		2nd half			...		...	...
		Total						
LX	Mysore-Nanjangúd	1st half						
		2nd half						
		Total						
LXI	Jodhpore-Bickaneer—							
	Jodhpore section	1st half	8,401,108	4,05,271	1,103	194	64,933	1,255
		2nd half	3,058,479	1,91,458	27	4	78,475	1,615
		Total	11,459,587	6,06,729	1,130	198	143,408	2,870
	Bickaneer section	1st half	243,901	18,334	328	54	2,346	41
		2nd half	195,094	15,450	9	2	1,175	21
		Total	438,995	33,784	337	56	3,521	62
LXII	Bhávnagar-Gondal-Junágarh-Porbandar	1st half	8,511,740	5,87,650	98	15	1,929,016	14,945
		2nd half	3,760,489	2,23,943	...	...	927,032	7,014
		Total	12,272,229	8,11,593	98	15	2,856,048	22,559
LXIII	Jetalsar-Rájkot	1st half	294,850	20,683	...	...	5,282	152
		2nd half	228,442	14,040	...	...	3,720	109
		Total	433,292	34,723	...	...	9,002	261
	Total Metre gauge	1st half	511,890,720	1,90,46,974	699,141	72,819	37,340,714	5,21,466
		2nd half	346,419,047	1,32,44,844	673,476	58,142	27,164,019	3,61,067
		Total	858,309,767	3,22,91,818	1,372,617	1,30,961	64,504,733	8,82,533
	Special gauges.							
	Cherra-Companyganj (2′ 6″).	1st half	110,295	10,660	...	...	...	...
		2nd half	115,556	10,822	...	...	...	...
		Total	225,851	21,482	...	...	...	...
LXIV	Jorhát (2′ 0″)	1st half	48,978	25,129	...	...	2,112	27
		2nd half	70,156	34,925	...	...	97	2
		Total	119,134	60,054	...	...	2,209	29
LXIX	Darjeeling-Himalayan (2′ 0″).	1st half	470,795	1,69,770	1,610	1,000	19,660	5,739
		2nd half	466,484	1,84,476	712	417	6,018	1,245
		Total	937,279	3,55,246	2,322	1,417	25,678	6,984
LXX	The Gaekwar's Dabhoi (2′ 6″).	1st half	856,963	67,314	...	...	48,609	1,312
		2nd half	304,449	23,220	...	...	61,650	1,207
		Total	1,161,412	90,534	...	...	110,259	2,519
LXXII	Cooch Behar (2′ 6″)	1st half	38,582	6,481	...	...	1,283	16
		2nd half	41,502	6,850	830	70	3,644	47
		Total	80,084	13,331	830	70	4,927	63
LXXIII	Morvi (2′ 6″)	1st half	800,354	68,004	2,159	204	2,833	109
		2nd half	319,025	26,625	991	146	4,631	181
		Total	1,119,379	94,629	3,150	350	7,464	290
	Total special gauges.	1st half	2,325,967	3,47,358	3,769	1,204	74,497	7,203
		2nd half	1,317,172	2,86,918	2,533	633	76,040	2,682
		Total	3,643,139	6,34,276	6,302	1,837	150 537	9,885
	Total of all gauges for the year.	...	3,729,992,716	14,02,48,952	16,140,289	14,99,784	333,291,971	49,02,979

A—continued.

RAILWAYS—(PART I)—*continued.*

GOODS TRAFFIC—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

Coal.		Miscellaneous.	Total.	Deductions.	Net total.	1894.	Serial Number.	Remarks.
Ton-miles.	Earnings.							
	£	£	£	£	£			
22,106,238	3,90,532	88,601	1,88,19,256	5,30,848	1,87,62,024	1st half		
21,990,725	3,63,179	1,23,809	1,35,28,083	6,61,877	1,32,82,733	2nd half		
44,096,963	7,53,711	2,12,410	3,23,50,746	11,92,725	3,20,48,164	Total (*a*)		
4,791,897	93,468	1,089	1,96,700	...	1,96,700	1st half	LIV	
5,041,865	99,418	19	2,05,129	...	2,05,129	2nd half		
9,833,762	1,92,886	1,108	4,01,829		4,01,829	Total		
301	15	769	1,51,183	...	1,51,183	1st half	LVII	
586	28	544	63,582	...	63,582	2nd half		
887	43	1,313	2,14,765		2,14,765	Total		
					20,804	1st half	LVIII	
					12,654	2nd half		
					33,458	Total		
					34,435	1st half	LIX	
...	...	...	...	...	35,206	2nd half		
					69,641	Total		
					1,569	1st half	LX	
					1,371	2nd half		
					2,940	Total		
288,334	5,446	1,725	4,13,891	...	4,13,891	1st half	LXI	
181,399	3,292	1,191	1,97,561	...	1,97,561	2nd half		
469,733	8,738	2,917	6,11,452		6,11,452	Total		
30,147	652	325	19,406	...	19,406	1st half		
19,054	342	339	16,154	...	16,154	2nd half		
49,201	994	664	35,560		35,560	Total		
181,682	6,887	1,183	6,10,680	...	6,10,680	1st half	LXII	
397,192	10,110	1,291	2,42,958	...	2,42,958	2nd half		
578,874	16,997	2,474	8,53,638		8,53,638	Total		
92	3	67	20,905	...	20,905	1st half	LXIII	
59	3	177	14,329	...	14,329	2nd half		
151	6	244	35,234		35,234	Total		
27,398,691	4,97,003	93,759	2,02,32,021	5,30,848	2,02,31,597	1st half		
27,630,880	4,76,372	1,27,371	1,42,67,796	6,61,877	1,40,71,677	2nd half		
55,029,571	9,73,375	2,21,130	3,45,03,224(*a*)	11,92,725	3,43,06,081(*a*)	Total (*a*)		
4,772	210	...	10,870	...	10,870	1st half		
3,430	293	4	11,119	...	11,119	2nd half		
8,202	503	4	21,989		21,989	Total		
3,080	153	17	25,326	...	25,326	1st half	LXIV	
6,055	818	58	35,803	...	35,803	2nd half		
9,135	971	75	61,129		61,129	Total		
73,197	10,238	408	1,87,155	...	1,87,155	1st half	LXIX	
56,764	7,693	255	1,94,086	...	1,94,086	2nd half		
129,961	17,931	663	381,241	...	3,81,241	Total		
13,439	429	286	69,341	...	69,341	1st half	LXX	
5,363	99	243	24,769	...	24,769	2nd half		
18,802	528	529	94,110		94,110	Total		
135	6	200	6,703	...	6,703	1st half	LXXII	
561	12	244	7,223	...	7,223	2nd half		
696	18	444	13,926		13,926	Total		
19,991	1,231	491	70,039	...	70,039	1st half	LXXIII	
29,095	1,768	191	28,911	...	28,911	2nd half		
49,086	2,999	682	98,950		98,950	Total		
114,614	12,267	1,402	3,69,434	...	3,69,434	1st half		
101,268	10,683	995	3,01,911		3,01,911	2nd half		
215,882	22,950	2,397	6,71,345	...	6,71,345	Total		
767,611,854	1,39,17,148	13,73,577	16,21,58,425	12,02,798	16,21,47,900	...		

(*a*) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1894. [From No. VIII of

Serial Number.	Railway.	1894.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
			₹	₹	₹	₹
	STANDARD GAUGE.					
I	East Indian	1st half	25,88,103	23,35,348	6,69,840	15,42,775
		2nd half	21,93,839	20,60,459	6,92,256	15,33,570
		Total	47,81,942	43,95,807	13,62,096	30,76,345
II	Bengal-Nágpur	1st half	5,23,897	4,48,535	1,07,186	2,52,632
		2nd half	5,91,300	3,89,672	95,705	2,49,013
		Total	11,15,197	8,38,207	2,02,891	5,01,645
III	Indian Midland	1st half	5,11,565	5,38,592	1,23,701	2,48,871
		2nd half	3,21,071	4,68,633	1,22,421	2,41,978
		Total	8,32,636	10,07,225	2,46,122	4,90,849
V	Godhra-Ratlam	1st half	4,338	8,369	1,971	3,310
		2nd half	9,149	55,598	8,580	15,355
		Total	13,487	63,967	10,551	18,665
VI	Wardha Coal	1st half	Included with the Great Indian Peninsula railway			...
		2nd half				
		Total				
VII	Dhond-Manmád	1st half				
		2nd half				
		Total				
X	North-Western (state)	1st half	34,34,004	35,57,002	10,63,580	12,27,675
		2nd half	31,19,606	32,00,884	10,22,374	12,24,570
		Total	65,53,610	67,57,886	20,85,954	24,52,245
XI	Hyderabad-Shadipalli	1st half	20,076	18,860	5,901	7,557
		2nd half	23,124	13,514	4,228	5,415
		Total	43,200	32,374	10,129	12,972
XII	Oudh and Rohilkund (state)	1st half	7,61,090	6,51,668	3,48,647	3,78,196
		2nd half	7,03,831	6,73,147	2,67,917	3,86,245
		Total	14,64,921	13,24,815	6,16,564	7,64,441
XIII	Eastern Bengal (state)	1st half	4,00,122	3,30,891	1,84,497	3,75,595
		2nd half	3,27,102	3,65,862	2,05,169	4,23,235
		Total	7,27,224	6,96,753	3,89,666	7,98,830
XIV	Bengal Central	1st half	57,623	53,594	22,915	55,253
		2nd half	54,279	52,794	23,684	54,085
		Total	1,11,902	1,06,388	46,599	1,09,338
XV	Calcutta Port Commissioners	1st half	10,975	12,248	4,025	54,706
		2nd half	10,404	14,920	5,797	49,872
		Total	21,379	27,168	9,822	1,04,578
XVI	East Coast (state)	1st half	2,56,657	2,27,777	21,207	1,12,173
		2nd half	1,06,409	2,45,707	35,125	1,23,967
		Total	3,63,066	4,73,484	56,332	2,36,140
XXII	Great Indian Peninsula	1st half	24,67,176	39,38,388	8,54,841	16,03,845
		2nd half	26,14,174	35,27,837	8,03,984	15,06,561
		Total	50,81,350	74,66,225	17,18,825	31,10,406
	TOTAL STANDARD GAUGE carried over	1st half	1,10,35,626	1,21,21,272	34,08,311	58,62,588
		2nd half	1,00,74,288	1,10,69,027	33,47,240	58,13,866
		Total	2,11,09,914	2,31,90,299	67,55,551	1,16,76,454

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1894.	Serial Number.	REMARKS.
R	R	R	R.			
9,42,273	37,843	6,57,247	87,73,329	1st half	I	
9,79,442	48,769	3,64,336	78,72,671	2nd half		
19,21,615	86,612	10,21,583	1,66,46,000	Total		
3,05,371	...	45,113	16,82,734	1st half	II	
3,24,112	...	99,697	17,49,499	2nd half		
6,29,483	...	1,44,810	34,32,233	Total		
2,46,189	...	1,53,054	18,21,972	1st half	III	
2,60,932	...	1,18,484	15,33,519	2nd half		
5,07,121	...	2,71,538	33,55,491	Total		
2,020	...	3,812	23,820	1st half	V	
10,337	...	164	99,183	2nd half		
12,357	...	3,976	1,23,003	Total		
(a)743	...	...	(a) 743	1st half	VI	(a) Expenditure incurred direct by the State.
(a)743	...	...	(a) 743	2nd half		
1,486	...	...	1,486	Total		
(a)6,470	...	...	(a) 6,470	1st half	VII	
(a)6,478	...	...	(a) 6,478	2nd half		
12,948	...	...	12,948	Total		
6,32,001	48,018	1,71,738	(b)1,01,41,998	1st half	X	(b) Including R7,980, being the amount paid to the State as rent of leased line not shown in any of the preceding columns.
5,71,933	36,602	1,61,374	(c) 93,46,918	2nd half		(c) Including R9,575, being the amount paid to the State as rent of leased line not shown in any of the preceding columns.
12,03,934	84,620	3,33,112	1,94,88,916	Total		
5,073	...	1,291	58,758	1st half	XI	
3,197	...	925	50,403	2nd half		
8,270	...	2,216	1,09,161	Total		
2,06,912	...	42,197	23,88,710	1st half	XII	
1,98,537	...	1,64,310	23,93,987	2nd half		
4,05,449	...	2,06,507	47,82,697	Total		
1,50,067	1,34,567	52,837	16,28,576	1st half	XIII	
1,50,270	1,49,448	1,26,637	17,47,723	2nd half		
3,00,337	2,84,015	1,79,474	33,76,299	Total		
53,838	...	6,210	2,49,433	1st half	XIV	
53,746	...	11,665	2,50,253	2nd half		
1,07,584	...	17,875	4,99,686	Total		
5,879	...	5,970	93,803	1st half	XV	
6,710	...	3,811	91,514	2nd half		
12,589	...	9,781	1,85,317	Total		
62,681	16,805	12,885	7,10,185	1st half	XVI	
70,917	20,501	16,946	6,19,572	2nd half		
1,33,598	37,306	29,831	13,29,757	Total		
6,91,747	...	3,89,960	(d)1,02,79,652	1st half	XXII	(d) Including R3,33,695, being the amount paid to the State as rent of leased lines not shown in any of the preceding columns.
7,04,377	...	1,77,988	(e) 96,11,704	2nd half		(e) Including R2,16,783, being the amount paid to the State as rent of leased lines not shown in any of the preceding columns.
13,96,124	...	5,67,948	1,98,91,356	Total		
33,11,164	2,37,233	15,42,314	3,78,60,183	1st half		
33,41,731	2,55,320	12,46,337	3,53,74,167	2nd half		
66,52,895	4,92,553	27,88,651	7,32,34,350	Total		

APPENDIX

STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1894. [From No. VIII of

Serial Number.	Railway.	1894.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
			₹	₹	₹	₹
	STANDARD GAUGE—*concld.*					
	Brought forward STANDARD GAUGE	1st half	1,10,35,626	1,21,21,272	34,08,311	58,62,588
		2nd half	1,00,74,288	1,10,69,027	33,47,240	58,13,866
		Total	2,11,09,914	2,31,90,299	67,55,551	1,16,76,454
XXIII	Bombay, Baroda and Central India	1st half	6,29,328	12,14,039	2,85,857	4,80,232
		2nd half	6,69,537	10,72,541	2,96,066	4,13,588
		Total	12,98,865	22,86,580	5,81,923	8,93,820
XXIV	Madras	1st half	5,80,000	9,44,557	3,71,242	4,46,487
		2nd half	5,89,190	9,68,520	3,41,076	4,23,468
		Total	11,69,190	19,13,077	7,12,318	8,69,955
XXVI	Tarkessur	1st half	Included with the East Indian railway.			
		2nd half				
		Total				
XXVIII	Amráoti	1st half	Included with the Great Indian Peninsula railway.			
		2nd half				
		Total				
XXX	The Nizam's Guaranteed State	1st half	2,47,623	2,04,049	47,290	1,14,792
		2nd half	2,66,967	1,91,279	51,047	1,18,828
		Total	5,14,590	3,95,328	98,337	2,33,620
XXXI	The Gaekwar's Petlád	1st half	2,548	4,915	1,157	1,944
		2nd half	3,248	5,204	1,436	2,007
		Total	5,796	10,119	2,593	3,951
XXXII	Kolar Gold-fields	1st half	1,627	2,651	1,043	1,252
		2nd half	7,705	12,661	4,457	5,533
		Total	9,332	15,312	5,500	6,785
XXXIII	Rájpura-Bhátinda	1st half	80,449	1,06,939	33,454	42,847
		2nd half	1,07,556	1,42,972	44,726	57,284
		Total	1,88,005	2,49,911	78,180	1,00,131
	TOTAL STANDARD GAUGE	1st half	1,25,77,201	1,45,98,422	41,48,354	69,50,142
		2nd half	1,17,18,491	1,34,62,204	40,86,048	68,34,574
		Total	2,42,95,692	2,80,60,626	82,34,402	1,37,84,716
	METRE GAUGE.					
XXXVII	Bengal and North-Western—Tirhoot section / Company's section	1st half	3,03,179	2,36,067	61,791	2,15,805
		2nd half	2,91,012	2,31,335	64,318	2,24,187
		Total	5,94,191	4,67,402	1,26,109	4,39,992
XXXVIII	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half	70,961	67,229	17,408	46,174
		2nd half	76,603	66,427	17,045	47,797
		Total	1,47,564	1,33,656	34,453	93,971
XXXIX	Rajputana-Malwa	1st half	8,36,998	21,55,880	4,67,463	7,80,786
		2nd half	7,33,692	18,14,864	5,27,689	7,63,100
		Total	15,70,690	39,70,744	9,95,152	15,43,886
XL	Pálanpur-Deesa	1st half	1,223	3,150	683	1,141
		2nd half	1,148	2,890	829	1,198
		Total	2,371	6,040	1,512	2,339
XLI	Southern Mahratta	1st half	4,95,743	6,78,896	1,39,792	3,14,021
		2nd half	5,12,839	6,15,556	1,37,220	2,95,418
		Total	10,08,582	12,94,452	2,77,012	6,09,439
	TOTAL METRE GAUGE carried over	1st half	17,08,104	31,41,222	6,87,137	13,57,927
		2nd half	16,15,294	27,31,072	7,47,108	13,31,700
		Total	33,23,398	58,72,294	14,34,238	26,89,627

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1894.	Serial Number.	REMARKS.
R	R	R	R			
33,11,164	2,37,233	15,42,314	3,78,60,183	1st half		
33,41,731	2,55,320	12,46,337	3,53,74,167	2nd half		
66,52,895	4,92,553	27,88,651	7,32,34,350	Total		
2,93,018	...	73,280	29,75,754	1st half	XXIII	
2,82,505	...	65,791	28,00,028	2nd half		
5,75,523	...	1,39,071	57,75,782	Total		
2,86,094	...	53,214	26,81,594	1st half	XXIV	
2,79,363	...	89,938	26,91,555	2nd half		
5,65,457	...	1,43,152	53,73,149	Total		
		(*a*)24,046	(*a*) 24,046	1st half	XXVI	(*a*) Represents contribution to Provident Fund and 1th share of net earnings paid to the East Indian railway.
		(*a*)16,993	(*a*) 16,993	2nd half		
		41,039	41,039	Total		
(*b*) 442	...	...	(*b*) 442	1st half	XXVIII	(*b*) Expenditure incurred direct by the State.
(*b*) 442	...	...	(*b*) 442	2nd half		
884	...	...	884	Total		
1,46,205	...	13,523	(*c*) 7,96,269	1st half	XXX	(*c*) Including R22,787 on account of rent of leased line not shown in any of the preceding columns.
1,47,390	...	14,594	(*d*) 8,38,588	2nd half		(*d*) Including R48,483 on account of rent of leased line not shown in any of the preceding columns.
2,93,595	...	28,117	16,34,857	Total		
1,186	...	296	12,046	1st half	XXXI	
1,371	...	319	13,585	2nd half		
2,557	...	615	25,631	Total		
802	...	810	8,185	1st half	XXXII	
3,653	...	4,304	38,313	2nd half		
4,455	...	5,114	46,498	Total		
25,305	...	7,319	2,96,313	1st half	XXXIII	
33,831	...	9,785	3,96,154	2nd half		
59,136	...	17,104	6,92,467	Total		
40,64,216	2,37,233	17,14,802	4,46,54,832	1st half		
40,90,286	2,55,320	14,48,061	4,21,69,825	2nd half		
81,54,502	4,92,553	31,62,863	8,68,24,657	Total		
2,03,052	96,828	46,868	11,63,590	1st half	XXXVII	
2,05,787	88,793	54,338	11,59,770	2nd half		
4,08,839	1,85,621	1,01,206	23,23,360	Total		
51,321	...	27,715	2,80,808	1st half	XXXVIII	
56,155	...	31,213	2,95,240	2nd half		
1,07,476	...	58,928	5,76,048	Total		
6,14,972	...	67,809	49,23,908	1st half	XXXIX	
6,29,197	...	98,170	45,66,712	2nd half		
12,44,169	...	1,65,979	94,90,620	Total		
898	...	99	7,194	1st half	XL	
988	...	152	7,205	2nd half		
1,886	...	251	14,399	Total		
3,08,354	...	10,774	19,47,580	1st half	XLI	
2,90,147	...	10,669	18,61,849	2nd half		
5,98,501	...	21,443	38,09,429	Total		
11,78,597	96,828	1,53,265	83,23,080	1st half		
11,82,274	88,793	1,94,542	78,90,776	2nd half		
23,60,871	1,85,621	3,47,807	1,62,13,856	Total		

APPENDIX
STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1894. [From No. VIII of

Serial Number.	Railway.	1894.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
	METRE GAUGE—*contd.*		₹	₹	₹	₹
	Brought forward METRE GAUGE	1st half	17,08,104	31,41,222	6,87,137	13,57,927
		2nd half	16,15,294	27,31,072	7,47,101	13,31,700
		Total .	33,23,398	58,72,294	14,34,238	26,89,627
XLII	Guntakal-Mysore frontier . . .	1st half	28,763	39,389	8,111	18,219
		2nd half	35,818	42,940	9,592	20,553
		Total .	64,581	82,329	17,703	38,772
XLIII	Southern Mahratta (Mysore section)	1st half	1,09,469	1,50,648	30,906	69,749
		2nd half	1,43,371	1,71,873	38,265	82,462
		Total .	2,52,840	3,22,521	69,171	1,52,211
XLIV	South Indian	1st half	5,63,656	8,33,168	3,13,356	3,51,075
		2nd half	4,85,343	9,03,526	3,03,353	3,47,075
		Total .	10,48,999	17,36,694	6,16,709	6,98,150
XLV	Máyavaram-Mutupet	1st half	4,777	9,820	3,574	4,275
		2nd half	13,375	24,910	8,367	9,574
		Total .	18,152	34,730	11,941	13,849
XLVII	Eastern Bengal (state)—					
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	1st half	2,14,676	2,42,775	56,727	2,09,931
		2nd half	2,13,199	2,37,401	63,366	1,94,088
		Total .	4,27,875	4,80,176	1,20,093	4,04,019
	Dacca section	1st half	50,605	26,266	10,532	28,321
		2nd half	38,988	37,691	11,444	35,338
		Total .	89,593	63,957	21,976	63,659
XLVIII	Burma (state)	1st half	5,01,520	6,21,955	1,78,031	3,61,523
		2nd half	6,77,579	5,27,018	2,15,190	3,43,627
		Total .	11,79,099	11,48,973	3,93,221	7,05,150
LI	Deoghur	1st half	3,941	5,651	1,988	5,265
		2nd half				
		Total .	3,941	5,651	1,988	5,265
LII	Rohilkund and Kumaon (Company's section).	1st half	33,026	31,289	8,102	20,024
		2nd half	29,721	25,773	6,613	18,545
		Total .	62,747	57,062	14,715	38,569
LIII	Bengal Doars	1st half	...	14,289	1,957	10,186
		2nd half	6,086	10,629	1,592	10,122
		Total .	6,086	24,918	3,549	20,308
LIV	Dibru-Sadiya	1st half	58,923	33,479	31,047	18,250
		2nd half	35,831	35,036	22,466	18,650
		Total .	94,754	68,515	53,513	36,900
LVII	The Gaekwar's Mehsána . . .	1st half	13,750	35,417	7,679	12,827
		2nd half	9,988	25,151	7,211	10,424
		Total .	23,738	60,568	14,890	23,251
LVIII	Kolhápur	1st half	10,939	14,371	2,948	6,654
		2nd half	10,843	12,927	2,881	6,195
		Total .	21,782	27,298	5,829	12,849
LIX	Yesvantpur-Mysore frontier . .	1st half	11,996	16,598	3,405	7,685
		2nd half	16,161	19,579	4,367	9,371
		Total .	28,157	36,177	7,772	17,056
	TOTAL METRE GAUGE carried over .	1st half	33,10,204	52,10,686	13,43,512	24,76,646
		2nd half	33,31,597	48,05,526	14,41,808	24,37,724
		Total (*a*)	66,45,742	1,00,21,863	27,87,308	49,19,635

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1894.	Serial Number.	REMARKS.
R	R	R	R			
11,78,597	96,828	1,53,265	83,23,080	1st half		
11,82,274	88,793	1,94,542	78,90,776	2nd half		
23,60,871	1,85,621	3,47,807	1,62,13,856	Total		
15,468	...	1,219	1,11,169	1st half	XLII	
17,290	...	3,715	1,29,908	2nd half		
32,758	...	4,934	2,41,077	Total		
71,057	...	2,722	4,34,551	1st half	XLIII	
81,211	...	11,710	5,28,892	2nd half		
1,52,268	...	14,432	9,63,443	Total		
2,93,491	...	28,971	23,83,717	1st half	XLIV	
2,96,576	...	34,407	23,70,280	2nd half		
5,90,067	...	63,378	47,53,997	Total		
3,998	...	2,968	29,412	1st half	XLV	
8,184	...	6,696	71,106	2nd half		
12,182	...	9,664	1,00,518	Total		
1,17,079	1,27,481	24,236	9,92,905	1st half	XLVII	
1,05,003	1,74,164	32,629	10,19,850	2nd half		
2,22,082	3,01,645	56,865	20,12,755	Total		
12,097	...	3,841	1,31,662	1st half		
13,393	...	4,597	1,41,451	2nd half		
25,490	...	8,438	2,73,113	Total		
2,02,981	29,490	37,281	19,32,781	1st half	XLVIII	
1,97,195	42,465	28,171	20,31,245	2nd half		
4,00,176	71,955	65,452	39,64,026	Total		
2,755	...	167	19,767	1st half	LI	
				2nd half		
2,755	...	167	19,767	Total		
23,885	...	12,166	1,28,492	1st half	LII	
21,788	...	12,110	1,14,550	2nd half		
45,673	...	24,276	2,43,042	Total		
9,072	7,764	399	43,667	1st half	LIII	
16,390	12,280	229	57,328	2nd half		
25,462	20,044	628	1,00,995	Total		
39,368	...	834	1,81,901	1st half	LIV	
41,339	...	690	1,54,012	2nd half		
80,707	...	1,524	3,35,913	Total		
10,103	...	1,114	80,890	1st half	LVII	
8,599	...	1,322	62,695	2nd half		
18,702	...	2,436	1,43,585	Total		
5,649	...	260	40,821	1st half	LVIII	
5,211	...	880	38,937	2nd half		
10,860	...	1,140	79,758	Total		
6,524	...	300	46,508	1st half	LIX	
7,884	...	1,330	58,692	2nd half		
14,408	...	1,630	1,05,200	Total		
19,89,369	2,61,563	2,69,576	1,48,61,556	1st half		
20,02,337	3,17,702	3,32,848	1,46,69,722	2nd half		
39,94,461	5,79,265	6,02,771	2,95,51,045	Total (*a*)		

(*a*) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX
STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1894. [From No. VIII of

Serial Number.	Railway.	1894.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
	METRE GAUGE—*concld.*		£	£	£	£
	Brought forward METRE GAUGE .	1st half	33,10,204	52,10,686	13,43,512	24,76,646
		2nd half	33,31,597	48,05,526	14,41,808	24,37,724
		Total (*a*)	66,45,742	1,00,21,863	27,87,308	49,19,635
LX	Mysore-Nanjangúd	1st half	2,459	3,446	707	1,595
		2nd half	4,101	4,998	1,114	2,393
		Total .	6,560	8,444	1,821	3,988
LXI	Jodhpore-Bickaneer—					
	Jodhpore section	1st half	49,972	1,05,491	7,115	28,257
		2nd half	56,535	81,585	6,992	28,218
		Total .	1,06,507	1,87,076	14,107	56,475
	Bickaneer section	1st half	6,001	8,873	601	2,984
		2nd half	5,246	8,438	694	3,043
		Total .	11,247	17,311	1,295	6,027
LXII	Bhávnagar-Gondal-Junágarh-Porbandar	1st half	1,91,670	1,39,000	26,217	1,01,359
		2nd half	1,90,876	1,21,930	26,174	86,989
		Total .	3,82,546	2,60,930	52,391	1,88,348
LXIII	Jetalsar-Rájkot	1st half	10,518	16,098	3,036	9,053
		2nd half	10,749	11,625	2,496	7,377
		Total .	21,267	27,723	5,532	16,430
	TOTAL METRE GAUGE .	1st half	35,70,824	54,83,594	13,81,188	26,19,894
		2nd half	35,99,104	50,34,102	14,79,278	25,65,744
		Total (*a*)	71,73,869	1,05,23,347	28,62,454	51,90,903
	SPECIAL GAUGES.					
	Cherra-Companyganj (2′ 6″) . .	1st half	1,759	3,492	1,260	2,419
		2nd half	1,713	3,046	1,611	2,444
		Total .	3,472	6,538	2,871	4,863
LXVIII	Jorhát (2′ 0″)	1st half	7,702	8,954	2,457	7,290
		2nd half	7,440	8,244	2,181	6,809
		Total .	15,142	17,198	4,638	14,099
LXIX	Darjeeling-Himalayan (2′ 0″) .	1st half	39,507	52,438	20,536	23,571
		2nd half	38,601	78,511	18,627	22,233
		Total .	78,108	1,30,949	39,163	45,804
LXX	The Gaekwar's Dabhoi (2′ 6″) .	1st half	20,246	24,951	6,914	15,438
		2nd half	29,717	19,027	6,974	8,768
		Total .	49,963	43,978	13,888	24,206
LXXII	Cooch Behar (2′ 6″)	1st half	4,980	1,968	379	5,959
		2nd half	6,977	2,685	1,282	4,122
		Total .	11,957	4,653	1,661	10,081
LXXIII	Morvi (2′ 6″)	1st half	19,792	27,679	5,881	19,315
		2nd half	25,472	22,844	4,439	17,447
		Total .	45,264	50,523	10,320	36,762
	TOTAL SPECIAL GAUGES .	1st half	93,986	1,19,482	37,427	73,992
		2nd half	1,09,920	1,34,357	35,114	61,823
		Total	2,03,906	2,53,839	72,541	1,35,815
	TOTAL OF ALL GAUGES FOR THE YEAR .	...	3,16,73,467	3,88,37,812	1,11,69,397	1,91,11,434

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1894.	Serial Number.	REMARKS.
₹	₹	₹	₹			
19,89,369	2,61,563	2,69,576	1,48,61,556	1st half		
20,02,337	3,17,702	3,32,848	1,46,69,722	2nd half		
39,94,461	5,79,265	6,02,771	2,95,51,045	Total (*a*)		(*a*) Including the Deoghur railway, for which yearly figures are shown.
1,354	...	62	9,623	1st half	LX	
2,013	...	340	14,959	2nd half		
3,367	...	402	24,582	Total		
20,540	...	9,379	2,20,754	1st half	LXI	
16,102	...	1,597	1,91,029	2nd half		
36,642	...	10,976	4,11,783	Total		
1,898	...	82	20,439	1st half		
1,916	...	50	19,387	2nd half		
3,814	...	132	39,826	Total		
87,500	...	—25,133	5,20,613	1st half	LXII	
90,316	...	12,055	5,28,340	2nd half		
1,77,816	...	—13,078	10,48,953	Total		
9,145	...	946	48,796	1st half	LXIII	
8,517	...	4,843	45,607	2nd half		
17,662	...	5,789	94,403	Total		
21,09,806	2,61,563	2,54,912	1,56,81,781	1st half		
21,21,381	3,17,702	3,51,733	1,54,69,044	2nd half		
42,33,762	5,79,265	6,06,992	3,11,70,592	Total (*a*)		
1,236	...	119	10,285	1st half		
1,223	...	120	10,157	2nd half		
2,459	...	239	20,442	Total		
4,298	...	181	30,882	1st half	LXVIII	
4,906	...	270	29,850	2nd half		
9,204	...	451	60,732	Total		
32,158	...	6,881	1,75,091	1st half	LXIX	
36,035	...	8,027	2,02,034	2nd half		
68,193	...	14,908	3,77,125	Total		
6,719	...	8	74,276	1st half	LXX	
6,125	...	...	70,611	2nd half		
12,844	...	8	1,44,887	Total		
591	...	480	14,357	1st half	LXXII	
2,060	...	221	17,347	2nd half		
2,651	...	701	31,704	Total		
15,915	...	970	89,552	1st half	LXXIII	
17,462	...	465	88,129	2nd half		
33,377	...	1,435	1,77,681	Total		
60,917	...	8,639	3,94,443	1st half		
67,811	...	9,103	4,18,128	2nd half		
1,28,728	...	17,742	8,12,571	Total		
1,25,16,992	10,71,818	37,87,597	11,88,07,820			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1894. [From Abstract A of

Serial Number.	Railway.	1894.	General superintendence.	Maintenance of permanent-way. Wages.	Maintenance of permanent-way. Materials.	Repairs of bridges, etc.	Conservancy of rivers.
			₹	₹	₹	₹	₹
	STANDARD GAUGE.						
I	East Indian	1st half	2,82,137	3,98,693	12,44,220	1,89,753	...
		2nd half	3,33,213	4,25,443	8,94,028	1,41,387	...
		Total	6,15,350	8,24,136	21,38,248	3,31,140	...
II	Bengal-Nágpur	1st half	97,367	1,48,119	87,518	63,508	...
		2nd half	1,14,776	1,46,685	1,31,671	58,357	...
		Total	2,12,143	2,94,804	2,19,189	1,21,865	...
III	Indian Midland	1st half	84,649	1,11,880	2,15,389	42,231	...
		2nd half	82,658	1,16,312	33,703	38,076	...
		Total	1,67,307	2,28,192	2,49,092	80,307	...
V	Godhra-Rutlam	1st half	Included with the Bombay, Baroda and Central India railway, (*vide*				
		2nd half					
		Total					
X	North Western (state)	1st half	3,73,355	6,56,403	5,65,596	7,88,275	1,16,766
		2nd half	4,04,892	6,14,573	5,74,826	6,69,109	1,52,488
		Total	7,78,247	12,70,976	11,40,422	14,57,384	2,69,254
XI	Hyderabad-Shadipalli	1st half	5,378	7,895	1,478	2,777	...
		2nd half	5,847	7,347	1,237	6,822	...
		Total	11,225	15,242	2,715	9,599	...
XII	Oudh and Rohilkhand (state)	1st half	84,332	1,04,845	4,25,482	47,039	3,612
		2nd half	91,866	1,28,979	2,96,492	1,01,949	1,615
		Total	1,76,198	2,33,824	7,21,974	1,48,988	5,227
XIII	Eastern Bengal (state) (*a*)	1st half	1,20,916	1,61,932	1,56,219	89,139	342
		2nd half	1,32,432	1,60,336	1,35,503	32,767	84
		Total	2,53,348	3,22,268	2,91,722	1,21,906	426
XIV	Bengal Central	1st half	10,004	20,269	21,820	952	121
		2nd half	11,841	20,261	11,828	3,024	254
		Total	21,845	40,530	33,648	3,976	375
XV	Calcutta Port Commissioners'	1st half	3,445	3,536	3,473	499	...
		2nd half	4,446	3,818	1,606	299	...
		Total	7,891	7,354	5,079	798	...
XVI	East Coast (state)	1st half	51,341	93,407	7,595	22,978	286
		2nd half	7,378	84,850	1,390	5,439	...
		Total	58,719	1,78,257	8,985	28,417	286
XXII	Great Indian Peninsula	1st half	2,51,711	3,73,598	9,09,483	3,82,988	...
		2nd half	2,67,555	3,70,596	8,62,705	5,65,651	...
		Total	5,19,266	7,44,194	17,72,188	9,48,639	...
XXIII	Bombay, Baroda and Central India (*b*)	1st half	89,477	1,35,864	1,36,929	1,42,487	...
		2nd half	1,06,250	1,45,564	1,18,011	1,57,596	...
		Total	1,95,727	2,81,428	2,54,940	3,00,083	...
XXIV	Madras	1st half	1,46,746	1,43,520	62,223	43,144	...
		2nd half	1,32,354	1,45,453	77,318	49,762	...
		Total	2,79,100	2,88,973	1,39,541	92,906	...
XXX	The Nizam's Guaranteed State	1st half	48,419	60,230	91,987	20,882	235
		2nd half	48,278	59,967	84,978	34,414	1,467
		Total	96,688	1,20,197	1,76,965	55,296	1,702
	TOTAL STANDARD GAUGE carried over	1st half	16,49,268	24,20,191	39,29,412	18,36,652	1,21,362
		2nd half	17,43,786	24,30,184	32,25,296	18,64,652	1,55,908
		Total	33,93,054	48,50,375	71,54,708	37,01,304	2,77,270

A—*continued.*

RAILWAYS—(PART I)—*continued.*

OF WAY, WORKS, AND STATIONS.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

Repairs of stations and buildings.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1894.	Serial Number.	REMARKS.
R	*R*	*R*	*R*	*R*			
2,32,717	2,46,473	25,93,993	5,890	25,88,103	1st half	I	
1,78,612	2,45,975	22,18,658	24,819	21,93,839	2nd half		
4,11,329	4,92,448	48,12,651	30,709	47,81,942	Total		
89,569	45,447	5,31,528	7,631	5,23,897	1st half	II	
85,520	54,291	5,91,300	...	5,91,300	2nd half		
1,75,089	99,738	11,22,828	7,631	11,15,197	Total		
25,558	31,858	5,11,565	...	5,11,565	1st half	III	
22,473	27,849	3,21,071	...	3,21,071	2nd half		
48,031	59,707	8,32,636	...	8,32,636	Total		
remark (*b*).				4,338	1st half	V	
				9,149	2nd half		
				13,487	Total		
3,29,276	6,84,782	35,14,453	80,449	34,34,004	1st half	X	
2,81,126	5,30,148	32,27,162	1,07,556	31,19,606	2nd half		
6,10,402	12,14,930	67,41,615	1,88,005	65,53,610	Total		
1,966	582	20,076	...	20,076	1st half	XI	
1,453	418	23,124	...	23,124	2nd half		
3,419	1,000	43,200	...	43,200	Total		
31,590	64,190	7,61,090	...	7,61,090	1st half	XII	
26,000	56,930	7,03,831	...	7,03,831	2nd half		
57,590	1,21,120	14,64,921	...	14,64,921	Total		
88,975	47,880	6,65,403	...	6,65,403	1st half	XIII	(*a*) Including the metre and special gauge sections of the undertaking.
77,778	40,389	5,79,289	...	5,79,289	2nd half		
1,66,753	88,269	12,44,692	...	12,44,692	Total		
3,698	759	57,623	...	57,623	1st half	XIV	
5,433	1,638	54,279	...	54,279	2nd half		
9,131	2,397	1,11,902	...	1,11,902	Total		
22	...	10,975	...	10,975	1st half	XV	
235	...	10,404	...	10,404	2nd half		
257	...	21,379	...	21,379	Total		
13,572	67,478	2,56,657	...	2,56,657	1st half	XVI	
6,451	901	1,06,409	...	1,06,409	2nd half		
20,023	68,379	3,63,066	...	3,63,066	Total		
1,87,284	4,80,632	25,85,696	1,18,520	24,67,176	1st half	XXII	
1,72,694	6,19,325	28,58,526	2,44,352	26,14,174	2nd half		
3,59,978	10,99,957	54,44,222	3,62,872	50,81,350	Total		
49,857	81,600	6,36,214	6,886	6,29,328	1st half	XXIII	(*b*) Including the Godhra-Rutlam railway up to the 21st October 1894 except in the case of "Net total," and thereafter the transactions are included with the Rajputana-Malwa railway.
44,207	1,04,128	6,75,756	6,219	6,69,537	2nd half		
94,064	1,85,728	13,11,970	13,105	12,98,865	Total		
68,892	1,17,102	5,81,627	1,627	5,80,000	1st half	XXIV	
88,882	1,03,126	5,96,895	7,705	5,89,190	2nd half		
1,57,774	2,20,228	11,78,522	9,332	11,69,190	Total		
12,234	13,645	2,47,623	...	2,47,623	1st half	XXX	
16,237	21,626	2,66,967	...	2,66,967	2nd half		
28,471	35,271	5,14,590	...	5,14,590	Total		
11,35,210	18,82,428	1,29,74,523	2,21,003	1,27,57,858	1st half		
10,07,101	18,06,744	1,22,33,671	3,90,651	1,18,52,169	2nd half		
21,42,311	36,89,172	2,52,08,194	6,11,654	2,46,10,027	Total		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1894. [From Abstract A of

Serial Number.	Railway.	1894.	General superintendence.	Maintenance of permanent-way. Wages.	Maintenance of permanent-way. Materials.	Repairs of bridges, etc.	Conservancy of rivers.
			₹	₹	₹	₹	₹
	STANDARD GAUGE—*concld.*						
	Brought forward STANDARD GAUGE	1st half	16,49,268	24,20,191	39,29,412	18,36,652	1,21,362
		2nd half	17,43,786	24,30,184	32,25,296	18,64,652	1,55,908
		Total	33,93,054	48,50,375	71,54,708	37,01,304	2,77,270
XXXI	The Gaekwar's Petlád	1st half	Included with the Bombay, Baroda and Central India railway.				
		2nd half					
		Total					
XXXII	Kolar Gold-fields	1st half	Included with the Madras railway.				
		2nd half					
		Total					
XXXIII	Rájpura-Bhátinda	1st half	Included with the North Western (state) railway.				
		2nd half					
		Total					
	TOTAL STANDARD GAUGE	1st half	16,49,268	24,20,191	39,29,412	18,36,652	1,21,362
		2nd half	17,43,786	24,30,184	32,25,296	18,64,652	1,55,908
		Total	33,93,054	48,50,375	71,54,708	37,01,304	2,77,270
	METRE GAUGE.						
XXXVII	Bengal and North-Western—Tirhoot section / Company's section	1st half	73,927	63,140	88,378	27,017	24
		2nd half	71,013	64,139	60,615	23,238	252
		Total	1,44,940	1,27,279	1,48,993	50,255	276
XXXIX	Rajputana-Malwa	1st half	1,81,802	2,29,086	2,91,498	12,003	1,129
		2nd half	1,88,296	2,36,734	1,35,985	42,467	1,000
		Total	3,70,098	4,65,820	4,27,483	54,470	2,129
XL	Pálanpur-Deesa	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
XLI	Southern Mahratta	1st half	1,42,754	1,82,373	1,36,940	75,339	...
		2nd half	1,42,526	1,85,906	1,84,830	67,286	...
		Total	2,85,280	3,68,279	3,21,770	1,42,625	...
XLII	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total					
XLIII	Southern Mahratta (Mysore section)	1st half					
		2nd half					
		Total					
XLIV	South Indian	1st half	1,24,891	1,18,908	2,89,011	34,994	...
		2nd half	1,38,849	1,23,672	1,72,556	34,033	...
		Total	2,63,740	2,42,580	4,61,567	69,027	...
XLV	Máyavaram-Mutupet	1st half	Included with the South Indian railway.				
		2nd half					
		Total					
XLVIII	Burma (state)	1st half	98,168	2,33,180	11,615	69,096	5,866
		2nd half	96,961	2,45,935	2,09,842	42,034	3,876
		Total	1,95,129	4,79,115	2,21,457	1,11,130	9,742
LI	Deoghur	1st half	Details not furnished.				
		2nd half					
		Total					
LII	Rohilkund and Kumaon (Company's section) (*a*)	1st half	19,013	26,879	26,097	9,587	437
		2nd half	19,336	26,834	21,214	16,268	2,224
		Total	38,349	53,713	47,311	25,855	2,661
LIII	Bengal Dooars	1st half	Charged to Capital.		...	...	...
		2nd half	2,173	3,658	75	3	...
		Total	2,173	3,658	75	3	...
	TOTAL METRE GAUGE carried over	1st half	6,40,555	8,53,566	8,43,539	2,28,036	7,456
		2nd half	6,59,154	8,86,878	7,85,117	2,25,329	7,352
		Total (*b*)	12,99,709	17,40,444	16,28,656	4,53,365	14,808

A—continued.

RAILWAYS—(PART I)—*continued.*

OF WAY, WORKS, AND STATIONS—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

Repairs of stations and buildings.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1894.	Serial Number.	REMARKS.
R	R	R	R	R			
11,35,210	18,82,428	1,29,74,523	2,21,003	1,27,57,858	1st half		
10,07,101	18,06,744	1,22,33,671	3,90,651	1,18,52,169	2nd half		
21,42,311	36,89,172	2,52,08,194	6,11,654	2,46,10,027	Total.		
				2,548	1st half	XXXI	
				3,248	2nd half	XXXI	
				5,796	Total.		
				1,627	1st half	XXXII	
				7,705	2nd half	XXXII	
				9,332	Total.		
				80,449	1st half	XXXIII	
				1,07,556	2nd half	XXXIII	
				1,88,005	Total.		
11,35,210	18,82,428	1,29,74,523	2,21,003	1,28,42,482	1st half		
10,07,101	18,06,744	1,22,33,671	3,90,651	1,19,70,678	2nd half		
21,42,311	36,89,172	2,52,08,194	6,11,654	2,48,13,160	Total.		
22,222	28,471	3,03,179	...	3,03,179	1st half	XXXVII	
27,680	44,075	2,91,012	...	2,91,012	2nd half	XXXVII	
49,902	72,546	5,94,191	...	5,94,191	Total.		
58,758	77,695	8,51,971	14,973	8,36,998	1st half	XXXIX	
73,206	67,140	7,44,828	11,136	7,33,692	2nd half	XXXIX	
1,31,964	1,44,835	15,96,799	26,109	15,70,690	Total.		
				1,223	1st half	XL	
				1,148	2nd half	XL	
				2,371	Total.		
58,379	63,584	6,59,369	1,63,626	4,95,743	1st half	XLI	
71,165	71,419	7,23,132	2,10,293	5,12,839	2nd half	XLI	
1,29,544	1,35,003	13,82,501	3,73,919	10,08,582	Total.		
				28,763	1st half	XLII	
				35,818	2nd half	XLII	
				64,581	Total.		
				1,09,469	1st half	XLIII	
				1,43,371	2nd half	XLIII	
				2,52,840	Total.		
17,024	44,054	6,28,882	65,226	5,63,656	1st half	XLIV	
18,107	52,383	5,39,600	54,257	4,85,343	2nd half	XLIV	
35,131	96,437	11,68,482	1,19,483	10,48,999	Total.		
				4,777	1st half	XLV	
				13,375	2nd half	XLV	
				18,152	Total.		
33,735	49,860	5,01,520	...	5,01,520	1st half	XLVIII	
22,530	56,401	6,77,579	...	6,77,579	2nd half	XLVIII	
56,265	1,06,261	11,79,099	...	11,79,099	Total.		
		3,941	...	3,941	1st half	LI	
					2nd half	LI	
		3,941	...	3,941	Total.		
7,413	14,561	1,03,987	...	1,03,987	1st half	LII	
7,705	12,743	1,06,324	...	1,06,324	2nd half	LII	
15,118	27,304	2,10,311	...	2,10,311	Total.		
...	...	...	...	...	1st half	LIII	
162	15	6,086	...	6,086	2nd half	LIII	
162	15	6,086	...	6,086	Total.		
1,97,531	2,78,225	30,48,908	2,43,825	29,49,315	1st half		
2,20,555	3,04,176	30,88,561	2,75,686	30,06,587	2nd half		
4,18,086	5,82,401	61,41,410	5,19,511	59,59,843	Total (*b*)		

(*a*) Including the Rohilkund and Kumaon railway (Lucknow-Bareilly section).

(*b*) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1894. [From Abstract A of

Serial Number.	Railway.	1894.	General superintendence.	Maintenance of permanent-way. Wages.	Maintenance of permanent-way. Materials.	Repairs of bridges, etc.	Conservancy of rivers.
	METRE GAUGE—*concld.*		₹	₹	₹	₹	₹
	Brought forward METRE GAUGE	1st half	6,40,555	8,53,566	8,43,539	2,28,036	7,456
		2nd half	6,59,154	8,86,878	7,85,117	2,25,329	7,352
		Total(*a*)	12,99,709	17,40,444	16,28,656	4,53,365	14,808
LIV	Dibru-Sadiya	1st half	5,957	18,391	26,421	2,034	...
		2nd half	5,404	15,033	9,383	1,514	...
		Total .	11,361	33,424	35,804	3,548	...
LVII	The Gaekwar's Mehsána	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total .					
LVIII	Kolhápur	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total .					
LIX	Yesvantpur-Mysore frontier	1st half					
		2nd half					
		Total .					
LX	Mysore-Nanjangúd	1st half					
		2nd half					
		Total .					
LXI	Jodhpore-Bickaneer—						
	Jodhpore section	1st half	5,736	30,024	6,109	635	...
		2nd half	5,532	30,908	8,872	2,039	...
		Total .	11,268	60,932	14,981	2,674	...
	Bickaneer section	1st half	537	4,635	80	...	...
		2nd half	560	4,368	154	25	...
		Total .	1,097	8,403	234	25	...
LXII	Bhávnagar-Gondal-Junágarh-Porbandar	1st half	35,336	47,448	61,934	22,175	...
		2nd half	28,757	49,007	61,193	21,647	...
		Total .	64,093	96,455	1,23,127	43,822	...
LXIII	Jetalsar-Rájkot	1st half	2,746	7,044	71	418	...
		2nd half	2,313	7,588	182	—23	...
		Total .	5,059	14,632	253	395	...
	TOTAL METRE GAUGE	1st half	6,90,867	9,60,508	9,38,154	2,53,298	7,456
		2nd half	7,01,720	9,93,782	8,64,901	2,50,531	7,352
		Total (*a*)	13,92,587	19,54,290	18,03,055	5,03,829	14,808
	SPECIAL GAUGES.						
	Cherra-Companyganj (2′ 6″)	1st half	318	1,170	20	151	...
		2nd half	336	1,170	53	100	...
		Total .	654	2,340	73	251	...
LXVIII	Jorhát (2′ 0″)	1st half	645	3,026	2,234	646	...
		2nd half	654	3,101	2,692	266	...
		Total .	1,299	6,127	4,926	912	...
LXIX	Darjeeling-Himalayan (2′0″)	1st half	8,701	7,220	9,763	3,689	...
		2nd half	9,630	8,358	5,971	5,070	...
		Total .	18,331	15,578	15,734	8,759	...
LXX	The Gaekwar's Dabhoi (2′ 6″)	1st half	2,127	7,990	6,370	1,066	...
		2nd half	3,777	10,477	6,783	6,371	...
		Total .	5,904	18,467	13,153	7,437	...
LXXII	Cooch Behar (2′ 6″)	1st half	620	3,708	27	98	12
		2nd half	786	4,081	43	938	...
		Total .	1,406	7,789	70	1,036	12
LXXIII	Morvi (2′ 6″)	1st half	4,306	13,074	989	456	...
		2nd half	5,402	15,570	2,840	328	...
		Total .	9,708	28,644	3,829	784	...
	TOTAL SPECIAL GAUGES	1st half	16,717	36,188	19,403	6,106	12
		2nd half	20,585	42,757	18,382	13,073	...
		Total .	37,302	78,945	37,785	19,179	12
	TOTAL OF ALL GAUGES FOR THE YEAR	...	48,22,943	68,83,610	89,95,548	42,24,312	2,92,090

A—*continued.*

RAILWAYS—(PART I)—*continued.*

OF WAY, WORKS, AND STATIONS—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

Repairs of stations and buildings.	Other charges.	Total.	Deductions.	Net Total.	1894.	Serial Number.	Remarks.
£	£	£	£	£			(a) Including the Deoghur railway, for which yearly figures are shown.
1,97,531	2,78,225	30,48,908	2,43,825	29,49,315	1st half		
2,20,555	3,04,176	30,88,561	2,75,686	30,06,587	2nd half		
4,18,086	5,82,401	61,41,410	5,19,511	59,59,843	Total		
5,099	1,021	58,923	...	58,923	1st half	LIV	
4,177	319	35,830	...	35,831	2nd half		
9,276	1,340	94,753	...	94,754	Total		
				13,750	1st half	LVII	
				9,988	2nd half		
				23,738	Total		
				10,939	1st half	LVIII	
				10,843	2nd half		
				21,782	Total		
				11,996	1st half	LIX	
				16,161	2nd half		
				28,157	Total		
				2,459	1st half	LX	
				4,101	2nd half		
				6,560	Total		
4,337	3,131	49,972	...	49,972	1st half	LXI	
3,494	5,690	56,535	...	56,535	2nd half		
7,831	8,821	1,06,507	...	1,06,507	Total		
241	1,108	6,001	...	6,001	1st half		
93	46	5,246	...	5,246	2nd half		
334	1,154	11,247	...	11,247	Total		
12,801	11,976	1,91,670	...	1,91,670	1st half	LXII	
18,564	11,708	1,90,876	...	1,90,876	2nd half		
31,365	23,684	3,82,546	...	3,82,546	Total		
97	143	10,518	...	10,518	1st half	LXIII	
291	398	10,749	...	10,749	2nd half		
388	540	21,267	...	21,267	Total		
2,20,106	2,95,603	33,65,992	2,43,825	33,05,543	1st half		
2,47,174	3,22,337	33,87,797	2,75,686	33,46,917	2nd half		
4,67,280	6,17,940	67,57,730	5,19,511	66,56,401	Total (a)		
100	...	1,759	...	1,759	1st half		
54	...	1,713	...	1,713	2nd half		
154	...	3,472	...	3,472	Total		
1,125	26	7,702	...	7,702	1st half	LXVIII	
727	...	7,440	...	7,440	2nd half		
1,852	26	15,142	...	15,142	Total		
10,032	4,019	43,424	3,917	39,507	1st half	LXIX	
11,953	2,021	43,003	4,402	38,601	2nd half		
21,985	6,040	86,427	8,319	78,108	Total		
1,267	1,426	20,246	...	20,246	1st half	LXX	
979	1,330	29,717	...	29,717	2nd half		
2,246	2,756	49,963	...	49,963	Total		
96	419	4,980	...	4,980	1st half	LXXII	
959	170	6,977	...	6,977	2nd half		
1,055	589	11,957	...	11,957	Total		
548	419	19,792	...	19,792	1st half	LXXIII	
725	607	25,472	...	25,472	2nd half		
1,273	1,026	45,264	...	45,264	Total		
13,168	6,309	97,903	3,917	93,986	1st half		
15,397	4,128	1,14,322	4,402	1,09,920	2nd half		
28,565	10,437	2,12,225	8,319	2,03,906	Total		
26,38,156	43,17,549	3,21,78,149	11,39,444	3,16,73,467			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF LOCOMO

Half-years ended the 30th June and the 31st December 1894. [From Abstract B of

Serial Number.	Railway.	1894.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
	STANDARD GAUGE.		R	R	R	R	R
I	East Indian	1st half	2,11,028	6,38,381	2,57,218	33,637	1,14,376
		2nd half	2,23,399	6,10,922	2,42,960	31,492	1,08,894
		Total	4,34,427	12,49,303	5,00,178	65,129	2,23,270
II	Bengal-Nágpur	1st half	54,423	1,20,929	60,772	10,777	25,223
		2nd half	62,914	1,01,710	45,935	10,052	15,072
		Total	1,17,337	2,22,639	1,06,707	20,829	40,295
III	Indian Midland	1st half	50,616	1,07,973	1,94,452	17,479	22,962
		2nd half	49,287	1,00,590	1,42,318	14,753	18,024
		Total	99,903	2,08,563	3,36,770	32,232	40,986
V	Godhra-Rutlam	1st half	Included with the Bombay, Baroda and Central India railway (*vide* remark (b)).				
		2nd half					
		Total					
X	North Western (state)	1st half	2,32,774	6,71,802	14,93,015	52,034	94,336
		2nd half	2,39,836	6,74,555	13,49,534	50,987	88,300
		Total	4,72,610	13,46,357	28,42,549	1,03,021	1,82,636
XI	Hyderabad Shadipalli	1st half	Included with the North-Western (state) railway.				
		2nd half					
		Total					
XII	Oudh and Rohilkhand (state)	1st half	58,335	81,180	2,76,145	7,689	24,072
		2nd half	59,297	86,454	2,75,527	8,050	28,330
		Total	1,17,632	1,67,634	5,51,672	15,739	52,402
XIII	Eastern Bengal (state) (a)	1st half	68,037	1,55,746	1,81,675	13,730	31,975
		2nd half	71,324	1,65,224	2,33,971	13,330	35,669
		Total	1,39,361	3,20,970	4,15,646	27,060	67,644
XIV	Bengal Central	1st half	Included with the Eastern Bengal (state) railway (standard gauge).				
		2nd half					
		Total					
XV	Calcutta Port Commissioners'	1st half	...	4,306	4,396	...	837
		2nd half	...	5,157	4,586	...	976
		Total	...	9,463	8,982	...	1,813
XVI	East Coast (state)	1st half	25,664	49,417	86,688	6,305	16,402
		2nd half	37,190	51,606	70,246	5,025	14,655
		Total	62,854	1,01,023	1,56,934	11,330	31,057
XXII	Great Indian Peninsula	1st half	1,87,276	8,94,740	12,30,083	88,546	1,04,283
		2nd half	1,99,154	7,36,057	9,34,378	74,741	78,861
		Total	3,86,430	16,30,797	21,64,461	1,63,287	1,83,144
XXIII	Bombay, Baroda and Central India (b)	1st half	65,917	2,39,527	3,70,293	25,735	32,240
		2nd half	66,102	1,96,973	4,07,731	30,525	27,447
		Total	1,32,019	4,36,500	8,78,024	56,260	59,687
XXIV	Madras	1st half	62,403	1,84,219	3,62,843	12,066	20,746
		2nd half	62,178	1,78,633	3,78,101	12,163	17,594
		Total	1,24,581	3,62,852	7,40,944	24,229	38,340
XXX	The Nizam's Guaranteed State	1st half	26,893	42,026	40,159	7,616	6,277
		2nd half	26,798	41,379	42,132	6,070	7,139
		Total	53,691	83,405	82,291	13,686	13,416
	TOTAL STANDARD GAUGE carried over.	1st half	10,43,366	31,90,246	46,57,739	2,75,614	4,93,729
		2nd half	10,97,479	29,49,260	41,27,419	2,57,188	4,40,961
		Total	21,40,845	61,39,506	87,85,158	5,32,802	9,34,690

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TIVE EXPENSES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894

Maintenance and renewal of		Other charges.	Total.	Deductions.	Net total.	1894.	Serial Number.	Remarks.
Locomotive engines.	Machinery.							
R	R	R	R	R	R			
7,14,821	35,775	3,39,531	23,44,767	9,419	23,35,348	1st half	I	
5,04,411	46,539	3,01,605	20,70,222	9,763	20,60,459	2nd half		
12,19,232	82,314	6,41,136	44,14,989	19,182	43,95,807	Total.		
92,724	7,970	75,717	4,48,535	...	4,48,535	1st half	II	
90,668	7,152	56,169	3,89,672	...	3,89,672	2nd half		
1,83,392	15,122	1,31,886	8,38,207	...	8,38,207	Total.		
80,501	3,947	60,662	5,38,592	...	5,38,592	1st half	III	
81,263	5,740	56,658	4,68,633	...	4,68,633	2nd half		
1,61,764	9,687	1,17,320	10,07,225	...	10,07,225	Total.		
					8,369	1st half	V	
					55,598	2nd half		
					63,967	Total.		
7,76,454	65,234	2,97,153	36,82,802	1,25,800	35,57,002	1st half	X	
6,23,109	74,344	2,56,705	33,57,370	1,56,486	32,00,884	2nd half		
13,99,563	1,39,578	5,53,858	70,40,172	2,82,286	67,57,886	Total.		
					18,860	1st half	XI	
					13,514	2nd half		
					32,374	Total.		
96,569	11,653	96,025	6,51,668	...	6,51,668	1st half	XII	
98,450	13,957	1,03,082	6,73,147	...	6,73,147	2nd half		
1,95,019	25,610	1,99,107	13,24,815	...	13,24,815	Total.		
1,28,081	24,880	49,402	6,53,526	53,594	5,99,932	1st half	XIII	(a) Including the metre and special gauge sections of the undertaking; also the Bengal Central railway, except in the column, "Net total."
1,28,448	19,915	25,867	6,93,748	52,794	6,40,954	2nd half		
2,56,529	44,795	75,269	13,47,274	1,06,388	12,40,886	Total.		
					53,594	1st half	XIV	
					52,794	2nd half		
					1,06,388	Total.		
1,830	835	44	12,248	...	12,248	1st half	XV	
3,989	212	...	14,920	...	14,920	2nd half		
5,819	1,047	44	27,168	...	27,168	Total.		
28,434	3,752	11,115	2,27,777	...	2,27,777	1st half	XVI.	
39,127	7,969	19,889	2,45,707	...	2,45,707	2nd half		
67,561	11,721	31,004	4,73,484	...	4,73,484	Total.		
7,97,990	40,940	5,94,530	39,38,388	...	39,38,388	1st half	XXII	
7,73,194	42,349	6,89,103	35,27,837	...	35,27,837	2nd half		
15,71,184	83,289	12,83,633	74,66,225	...	74,66,225	Total.		
2,19,846	21,623	1,52,142	12,27,323	13,284	12,14,039	1st half	XXIII	(b) Including the Godhra-Rutlam railway up to the 21st October 1894, except in the case of net total, and thereafter the transactions are included with the Rajputana-Malwa railway.
2,14,342	22,081	1,16,692	10,81,893	9,352	10,72,541	2nd half		
4,34,188	43,704	2,68,834	23,09,216	22,636	22,86,580	Total.		
2,35,507	3,713	65,711	9,47,208	2,651	9,44,557	1st half	XXIV	
2,51,944	5,260	75,308	9,81,181	12,661	9,68,520	2nd half		
4,87,451	8,973	1,41,019	19,28,389	15,312	19,13,077	Total.		
36,010	18,640	27,028	2,04,049	...	2,04,049	1st half	XXX	
35,967	6,923	24,871	1,91,279	...	1,91,279	2nd half		
71,977	24,963	51,899	3,95,328	...	3,95,328	Total.		
32,08,767	2,38,362	17,69,060	1,48,76,883	2,04,748	1,47,52,958	1st half		
28,44,912	2,52,441	17,25,949	1,36,95,609	2,41,056	1,35,76,459	2nd half		
60,53,679	4,90,803	34,95,009	2,85,72,492	4,45,804	2,83,29,417	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF LOCOMOTIVE

Half-years ended the 30th June and the 31st December 1894. [From Abstract B of

Serial Number.	Railway.	1894.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
	STANDARD GAUGE—*concld.*		₹	₹	₹	₹	₹
	Brought forward STANDARD GAUGE	1st half	10,43,366	31,90,246	46,57,739	2,75,614	4,93,729
		2nd half	10,97,479	29,49,260	41,27,419	2,57,188	4,40,961
		Total .	21,40,845	61,39,506	87,85,158	5,32,802	9,34,690
XXXI	The Gaekwar's Petlád . .	1st half	Included with the Bombay, Baroda and Central India railway.				
		2nd half					
		Total .					
XXXII	Kolar Gold-fields . . .	1st half	Included with the Madras railway.				
		2nd half					
		Total .					
XXXIII	Rájpura-Bhátinda . . .	1st half	Included with the North Western (state) railway.				
		2nd half					
		Total .					
	TOTAL STANDARD GAUGE	1st half	10,43,366	31,90,246	46,57,739	2,75,614	4,93,729
		2nd half	10,97,479	29,49,260	41,27,419	2,57,188	4,40,961
		Total for the year	21,40,845	61,39,506	87,85,158	5,32,802	9,34,690
	METRE GAUGE.						
XXXVII	Bengal and North-Western—Tirhoot section / Company's section .	1st half	29,956	56,440	73,475	5,452	10,029
		2nd half	33,023	55,856	59,829	5,752	9,997
		Total .	62,979	1,12,296	1,33,304	11,204	20,026
XXXIX	Rajputana-Malwa . . .	1st half	1,68,336	4,13,019	9,75,048	37,133	41,280
		2nd half	1,79,311	3,57,943	7,73,536	33,400	19,099
		Total .	3,47,647	7,70,962	17,48,584	70,533	60,379
XL	Pálanpur-Deesa . . .	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total .					
XLI	Southern Mahratta . . .	1st half	80,502	1,39,322	2,84,421	20,510	20,478
		2nd half	80,982	1,26,159	2,15,605	18,684	14,977
		Total .	1,61,484	2,65,481	5,00,026	39,194	35,455
XLII	Guntakal-Mysore frontier .	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total .					
XLIII	Southern Mahratta (Mysore section)	1st half					
		2nd half					
		Total .					
XLIV	South Indian	1st half	61,917	1,56,858	3,39,209	15,342	31,315
		2nd half	72,503	1,61,883	4,02,282	19,192	31,416
		Total .	1,34,420	3,18,741	7,41,491	34,534	62,731
XLV	Máyavaram-Mutupet . . .	1st half	Included with the South Indian railway.			...	...
		2nd half					
		Total .					
XLVIII	Burma (state)	1st half	74,717	1,54,826	2,10,729	21,289	28,291
		2nd half	69,794	1,37,902	1,52,308	16,680	25,375
		Total .	1,44,511	2,92,728	3,63,037	37,969	53,666
LI	Deoghur	1st half	Details not furnished.				
		2nd half					
		Total .					
LII	Rohilkund and Kumaon (Company's section) (*a*).	1st half	11,949	14,578	39,263	2,181	3,729
		2nd half	12,431	13,938	34,765	2,054	3,330
		Total .	24,380	28,516	74,028	4,235	7,059
LIII	Bengal Dooars . . .	1st half	1,883	1,699	9,505	105	525
		2nd half	1,922	1,619	5,652	310	511
		Total .	3,805	3,318	15,157	415	1,036
	TOTAL METRE GAUGE carried over.	1st half	4,29,260	9,36,742	19,31,650	1,02,012	1,35,647
		2nd half	4,49,966	8,55,300	16,43,977	96,072	1,04,705
		Total (*b*)	8,79,226	17,92,042	35,75,627	1,98,084	2,40,352

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

Maintenance and renewal of: Locomotive engines.	Maintenance and renewal of: Machinery.	Other charges.	Total.	Deductions.	Net total.	1894.	Serial Number.	Remarks.
R	*R*	*R*	*R*	*R*	*R*			
32,08,767	2,38,362	17,69,060	1,48,76,883	2,04,748	1,47,52,958	1st half		
28,44,912	2,52,441	17,25,949	1,36,95,609	2,41,056	1,35,76,459	2nd half		
60,53,679	4,90,803	34,95,009	2,85,72,492	4,45,804	2,83,29,417	Total.		
					4,915	1st half	XXXI	
					5,204	2nd half		
					10,119	Total.		
					2,651	1st half	XXXII	
					12,661	2nd half		
					15,312	Total.		
					1,06,939	1st half	XXXIII	
					1,42,972	2nd half		
					2,49,911	Total.		
32,08,767	2,38,362	17,69,060	1,48,76,883	2,04,748	1,48,67,463	1st half		
28,44,912	2,52,441	17,25,949	1,36,95 609	2,41,056	1,37,37,296	2nd half		
60,53,679	4,90,803	34,95,009	2,85,72,492	4,45,804	2,86,04,759	Total for the year		
39,863	1,598	19,254	2,36,067	...	2,36,067	1st half	XXXVII	
44,614	1,365	20,899	2,31,335	...	2,31,335	2nd half		
84,477	2,963	40,153	4,67,402	...	4,67,402	Total.		
3,78,886	19,485	1,61,260	21,94,447	38,567	21,55,880	1st half	XXXIX	
3,26,482	24,277	1,28,857	18,42,905	28,041	18,14,864	2nd half		
7,05,368	43,762	2,90,117	40,37,352	66,608	39,70,744	Total.		
					3,150	1st half	XL	
					2,890	2nd half		
					6,040	Total.		
2,08,013	28,302	1,21,799	9,03,347	2,24,451	6,78,896	1st half	XLI	
2,04,040	32,162	1,75,264	8,67,873	2,52,317	6,15,556	2nd half		
4,12,053	60,464	2,97,063	17,71,220	4,76,768	12,94,452	Total.		
					39,389	1st half	XLII	
					42,940	2nd half		
					82,329	Total.		
					1,50,648	1st half	XI	
					1,71,873	2nd half		
					3,22,521	Total.		
2,02,573	5,231	33,670	8,46,115	12,947	8,33,168	1st half	XLIV	
2,17,089	2,467	32,628	9,39,460	35,934	9,03,526	2nd half		
4,19,662	7,698	66,298	17,85,575	48,881	17,36,694	Total.		
					9,820	1st half	XLV	
					24,910	2nd half		
					34,730	Total.		
1,07,892	9,932	14,279	6,21,955	...	6,21,955	1st half	XLVIII	
94,916	10,228	19,815	5,27,018	...	5,27,018	2nd half		
2,02,808	20,160	34,094	11,48,973	...	11,48,973	Total.		
			5,651	...	5,651	1st half	LI	
						2nd half		
			5,651	...	5,651	Total.		
15,538	2,252	9,028	98,518	...	98,518	1st half	LII	(*a*) Including the Rohilkund and Kumaon railway (Lucknow-Bareilly section).
19,422	1,394	4,866	92,200	...	92,200	2nd half		
34,960	3,646	13,894	1,90,718	...	1,90,718	Total.		
552	20	...	14,289	...	14,289	1st half	LIII	
527	—16	104	10,629	...	10,629	2nd half		
1,079	4	104	24,918	....	24,918	Total.		
9,53,317	66,820	3,59,290	49,14,738	2,75,965	48,41,780	1st half		
9,07,090	71,877	3,82,433	45,11,420	3,16,292	44,37,741	2nd half		
18,60,407	1,38,697	7,41,723	94,31,809	5,92,257	92,85,172	Total (*b*)		(*b*) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF LOCOMO

Half-years ended the 30th June and the 31st December 1894. [From Abstract B of

Serial Number.	Railway.	1894.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
	METRE GAUGE—*concld.*		₹	₹	₹	₹	₹
	Brought forward METRE GAUGE	1st half	4,29,260	9,36,742	19,31,650	1,02,012	1,35,647
		2nd half	4,49,966	8,55,300	16,43,977	96,072	1,04,705
		Total (*a*)	8,79,226	17,92,042	35,75,627	1,98,084	2,40,352
LIV	Dibru-Sadiya	1st half	6,134	6,608	9,023	1,212	1,488
		2nd half	6,645	5,931	10,470	1,160	1,798
		Total	12,779	12,539	19,493	2,372	3,286
LVII	The Gaekwar's Mehsána	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
LVIII	Kolhápur	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total					
LIX	Yesvantpur-Mysore frontier	1st half					
		2nd half					
		Total					
LX	Mysore-Nanjangúd	1st half					
		2nd half					
		Total					
LXI	Jodhpore-Bickaneer—						
	Jodhpore section	1st half	3,960	7,651	59,462	3,301	4,094
		2nd half	3,859	8,254	40,214	3,016	2,564
		Total	7,819	15,905	99,676	6,317	6,658
	Bickaneer section	1st half	328	631	4,918	383	355
		2nd half	396	859	4,172	295	266
		Total	724	1,490	9,090	678	621
LXII	Bhávnagar-Gondal-Junágarh-Porbandar.	1st half	18,661	31,356	72,633	2,466	4,686
		2nd half	17,693	26,223	49,159	2,190	3,678
		Total	36,354	57,579	1,21,792	4,656	8,364
LXIII	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágarh-Porbandar railway.				
		2nd half					
		Total					
	TOTAL METRE GAUGE	1st half	4,58,343	9,82,988	20,77,686	1,09,374	1,46,270
		2nd half	4,78,559	8,96,567	17,47,992	1,02,733	1,13,011
		Total(*a*)	9,36,902	18,79,555	38,25,678	2,12,107	2,59,281
	SPECIAL GAUGES.						
	Cherra-Companyganj (2′ 6″)	1st half	636	405	1,203	16	147
		2nd half	672	420	1,290	...	45
		Total	1,308	825	2,493	16	192
LXVIII	Jorhát (2′ 0″)	1st half	995	842	1,639	106	324
		2nd half	995	804	1,985	83	310
		Total	1,990	1,646	3,624	189	634
LXIX	Darjeeling-Himalayan (2′ 0″)	1st half	2,594	11,292	22,445	373	2,597
		2nd half	2,870	11,104	19,230	402	2,424
		Total	5,464	22,396	41,675	775	5,021
LXX	The Gaekwar's Dabhoi (2′ 6″)	1st half	456	4,088	10,818	1,633	666
		2nd half	456	3,306	6,847	1,851	443
		Total	912	7,394	17,665	3,484	1,109
LXXII	Cooch Behar (2′ 6″)	1st half	178	466	593	165	186
		2nd half	449	448	1,152	108	217
		Total	627	914	1,745	273	403
LXXIII	Morvi (2′ 6″)	1st half	2,485	3,961	14,329	560	911
		2nd half	2,481	3,627	12,817	529	608
		Total	4,966	7,588	27,146	1,089	1,519
	TOTAL SPECIAL GAUGES.	1st half	7,344	21,054	51,027	2,853	4,831
		2nd half	7,923	19,709	43,321	2,973	4,047
		Total	15,267	40,763	94,348	5,826	8,878
	TOTAL OF ALL GAUGES FOR THE YEAR	...	30,93,014	80,59,814	1,21,05,184	7,50,735	12,03,119

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TIVE EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

Maintenance and renewal of		Other charges.	Total.	Deductions.	Net total.	1894.	Serial Number.	Remarks.
Locomotive engines.	Machinery.							
₹	₹	₹	₹	₹	₹			
9,53,317	66,820	3,59,290	49,14,738	2,75,965	48,41,780	1st half		
9,07,090	71,877	3,82,433	45,11,420	3,16,292	44,37,741	2nd half		
18,60,407	1,38,697	7,41,723	94,31,809	5,92,257	92,85,172	Total (*a*)		(*a*) Including the Deoghur railway, for which yearly figures are shown.
7,580	1,309	125	33,479	...	33,479	1st half	LIV	
7,879	1,153	...	35,036	...	35,036	2nd half		
15,459	2,462	125	68,515	...	68,515	Total.		
					35,417	1st half	LVII	
					25,151	2nd half		
					60,568	Total.		
					14,371	1st half	LVIII	
					12,927	2nd half		
					27,298	Total		
					16,598	1st half	LIX	
					19,579	2nd half		
					36,177	Total.		
					3,446	1st half	LX	
					4,998	2nd half		
					8,444	Total.		
20,665	897	5,461	1,05,491	...	1,05,491	1st half	LXI	
19,886	506	3,286	81,585	...	81,585	2nd half		
40,551	1,403	8,747	1,87,076	...	1,87,076	Total.		
1,730	68	460	8,873	...	8,873	1st half		
2,065	43	342	8,438	...	8,438	2nd half		
3,795	111	802	17,311	...	17,311	Total.		
23,855	871	570	1,55,098	16,098	1,39,000	1st half	LXII	
28,245	1,037	5,330	1,33,555	11,625	1,21,930	2nd half		
52,100	1,908	5,900	2,88,653	27,723	2,60,930	Total.		
					16,098	1st half	LXIII	
					11,625	2nd half		
					27,723	Total.		
10,07,147	69,965	3,65,906	52,17,679	2,92,063	52,14,553	1st half		
9,65,165	74,616	3,91,391	47,70,034	3,27,917	47,59,010	2nd half		
19,72,312	1,44,581	7,57,297	99,93,364	6,19,980	99,79,214	Total (*a*)		
507	571	7	3,492	...	3,492	1st half		
584	26	9	3,046	...	3,046	2nd half		
1,091	597	16	6,538	...	6,538	Total.		
4,439	553	56	8,954	...	8,954	1st half	LXVIII	
3,301	708	58	8,244	...	8,244	2nd half		
7,740	1,261	114	17,198	...	17,198	Total.		
8,369	457	4,422	52,549	111	52,438	1st half	LXIX	
38,355	418	3,735	78,538	27	78,511	2nd half		
46,724	875	8,157	1,31,087	138	1,30,949	Total.		
6,089	...	1,201	24,951	...	24,951	1st half	LXX	
5,353	...	771	19,027	...	19,027	2nd half		
11,442	...	1,972	43,978	...	43,978	Total.		
171	105	104	1,968	...	1,968	1st half	LXXII	
246	91	—26	2,685	...	2,685	2nd half		
417	196	78	4,653	...	4,653	Total.		
5,140	...	293	27,679	...	27,679	1st half	LXXIII	
2,762	...	20	22,844	...	22,844	2nd half		
7,902	...	313	50,523	...	50,523	Total.		
24,715	1,686	6,083	1,19,593	111	1,19,482	1st half		
50,601	1,243	4,567	1,34,384	27	1,34,357	2nd half		
75,316	2,929	10,650	2,53,977	138	2,53,839	Total.		
81,01,306	6,38,313	42,62,956	3,88,19,832	11,65,922	3,88,37,812			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF CARRIAGE

Half-years ended the 30th June and the 31st December 1894. [From Abstract C e

Serial Number.	Railway.	1894.	General superintendence.	Repairs and renewals of			Cleaning and oiling.
				Coaching vehicles.	Goods vehicles.	Machinery.	
	STANDARD GAUGE.		R	R	R	R	R
I	East Indian	1st half	44,286	1,30,839	4,27,632	18,854	44,700
		2nd half	54,317	1,32,195	4,23,007	28,140	47,499
		Total	98,603	2,63,034	8,50,639	46,994	92,199
II	Bengal-Nágpur	1st half	11,182	20,276	44,282	5,726	23,772
		2nd half	12,972	18,316	34,988	2,169	23,791
		Total	24,154	38,592	79,270	7,895	47,563
III	Indian Midland	1st half	19,804	45,195	40,539	2,595	15,260
		2nd half	19,515	42,942	42,573	3,800	13,274
		Total	39,319	88,137	83,112	6,395	28,534
V	Godhra-Rutlam	1st half	Included with the Bombay, Baroda & Central India railway, *vide* remark (*b*)				
		2nd half					
		Total					
X	North Western (state)	1st half	69,535	2,23,190	6,87,283	9,316	1,01,915
		2nd half	76,608	2,00,837	6,58,633	9,940	1,07,222
		Total	1,46,143	4,24,027	13,45,918	19,256	2,09,137
XI	Hyderabad-Shadipalli	1st half	Included with the North Western (state) railway.				
		2nd half					
		Total					
XII	Oudh and Rohilkund (state)	1st half	13,746	98,718	2,09,179	2,662	23,906
		2nd half	14,729	1,10,843	1,15,343	4,470	22,285
		Total	28,475	2,09,561	3,24,522	7,132	46,191
XIII	Eastern Bengal (state) (*a*)	1st half	38,616	1,02,988	98,856	5,369	23,415
		2nd half	39,377	1,73,275	58,799	2,136	26,800
		Total	77,993	2,76,263	1,57,655	7,505	50,215
XIV	Bengal Central	1st half	Included with the Eastern Bengal (state) railway (standard gauge).				
		2nd half					
		Total					
XV	Calcutta Port Commissioners'	1st half	...	...	1,848	835	1,342
		2nd half	...	...	3,989	213	1,595
		Total	...	...	5,837	1,048	2,937
XVI	East Coast (state)	1st half	6,428	1,543	2,678	396	6,231
		2nd half	9,357	5,207	9,681	2,802	7,922
		Total	15,785	6,750	12,359	3,198	14,153
XXII	Great Indian Peninsula	1st half	60,044	2,73,187	3,65,315	16,451	97,740
		2nd half	64,135	2,63,053	3,13,135	16,860	96,017
		Total	1,24,179	5,36,240	6,78,450	33,311	1,93,757
XXIII	Bombay, Baroda and Central India (*b*)	1st half	27,512	68,313	98,205	19,190	26,177
		2nd half	26,837	63,540	1,23,493	15,064	26,079
		Total	54,349	1,31,853	2,21,698	34,254	52,256
XXIV	Madras	1st half	26,744	83,268	1,79,537	3,973	30,897
		2nd half	26,648	59,141	1,75,294	3,962	29,958
		Total	53,392	1,42,409	3,54,831	7,935	60,855
XXX	The Nizam's Guaranteed State	1st half	6,233	17,404	17,098	406	6,130
		2nd half	7,151	19,269	16,820	873	6,766
		Total	13,384	36,673	33,918	1,279	12,896
XXXI	The Gaekwar's Petlád	1st half	Included with the Bombay, Baroda and Central India railway.				
		2nd half					
		Total					
	TOTAL STANDARD GAUGE carried over	1st half	3,24,130	10,64,921	21,72,454	85,773	4,01,485
		2nd half	3,51,646	10,88,618	19,75,755	90,429	4,09,208
		Total	6,75,776	21,53,539	41,48,209	1,76,202	8,10,693

A—*continued.*

RAILWAYS—(PART I)—*continued.*

AND WAGON EXPENSES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894

Other charges.	Total.	Deductions.	Net total.	1894.	Serial Number.	Remarks.
R	*R*	*R*	*R*			
9,510	6,75,821	5,981	6,69,840	1st half	I	
11,660	6,96,818	4,562	6,92,256	2nd half		
21,170	13,72,639	10,543	13,62,096	Total.		
1,948	1,07,186	...	1,07,186	1st half	II	
3,469	95,705	...	95,705	2nd half		
5,417	2,02,891	...	2,02,891	Total.		
308	1,23,701	...	1,23,701	1st half	III	
317	1,22,421	...	1,22,421	2nd half		
625	2,46,122	...	2,46,122	Total.		
			1,971	1st half	V	
			8,580	2nd half		
			10,551	Total.		
11,694	11,02,935	39,355	10,63,580	1st half	X	
18,088	10,71,328	48,954	10,22,374	2nd half		
29,782	21,74,263	88,309	20,85,954	Total.		
			5,901	1st half	XI	
			4,228	2nd half		
			10,129	Total.		
436	3,48,647	...	3,48,647	1st half	XII	
247	2,67,917	...	2,67,917	2nd half		
683	6,16,564	...	6,16,564	Total.		
5,427	2,74,671	22,915	2,51,756	1st half	XIII	(a) Including the metre and special gauge sections of the undertaking, also the Bengal Central railway, except in the column "Net total."
3,276	3,03,663	23,684	2,79,979	2nd half		
8,703	5,78,334	46,599	5,31,735	Total.		
			22,915	1st half	XIV	
			23,684	2nd half		
			46,599	Total.		
...	4,025	...	4,025	1st half	XV	
...	5,797	...	5,797	2nd half		
...	9,822	...	9,822	Total.		
3,931	21,207	...	21,207	1st half	XVI	
156	35,125	...	35,125	2nd half		
4,087	56,332	...	56,332	Total.		
46,296	8,59,033	4,192	8,54,841	1st half	XXII	(b) Including the Godhra-Rutlam railway up to the 21st October 1894, except in the case of net total, and there after the transactions are included with the Rajputana Malwa railway.
1,10,784	8,63,984	...	8,63,984	2nd half		
1,57,080	17,23,017	4,192	17,18,825	Total.		
49,587	2,88,984	3,127	2,85,857	1st half	XXIII	
43,711	2,98,724	2,658	2,96,066	2nd half		
93,298	5,87,708	5,785	5,81,923	Total.		
47,869	3,72,288	1,046	3,71,242	1st half	XXIV	
50,667	3,45,670	4,594	3,41,076	2nd half		
98,536	7,17,958	5,640	7,12,318	Total.		
19	47,290	...	47,290	1st half	XXX	
168	51,047	...	51,047	2nd half		
187	98,337	...	98,337	Total.		
			1,157	1st half	XXXI	
			1,436	2nd half		
			2,593	Total.		
1,77,025	42,25,788	76,616	41,81,116	1st half		
2,42,543	41,58,199	84,452	41,11,675	2nd half		
4,19,568	83,83,987	1,61,068	82,92,791	Total.		

APPENDIX
STATISTICS OF INDIAN
DETAIL OF CARRIAGE

Half-years ended the 30th June and the 31st December 1894. [From Abstract C of

Serial Number.	Railway.	1894.	General superintendence.	Repairs and renewals of			Cleaning and oiling.
				Coaching vehicles.	Goods vehicles.	Machinery.	
			₹	₹	₹	₹	₹
	STANDARD GAUGE—*concld.*						
	Brought forward STANDARD GAUGE	1st half	3,24,130	10,64,921	21,72,454	85,773	4,01,485
		2nd half	3,51,646	10,88,618	19,75,755	90,429	4,09,208
		Total	6,75,776	21,53,539	41,48,209	1,76,202	8,10,693
XXXII	Kolar Gold-fields	1st half	Included with the Madras railway.				
		2nd half					
		Total					
XXXIII	Rájpura-Bhátinda	1st half	Included with the North Western (state) railway.				
		2nd half					
		Total					
	TOTAL STANDARD GAUGE	1st half	3,24,130	10,64,921	21,72,454	85,773	4,01,485
		2nd half	3,51,646	10,88,618	19,75,755	90,429	4,09,208
		Total	6,75,776	21,53,539	41,48,209	1,76,202	8,10,693
	METRE GAUGE.						
XXXVII	Bengal and North-Western—						
	Tirhoot section / Company's section	1st half	10,723	17,860	21,923	276	10,294
		2nd half	11,490	17,284	24,171	251	9,953
		Total	22,213	35,144	46,094	527	20,247
XXXIX	Rajputana-Malwa	1st half	43,155	1,69,003	1,68,330	1,644	71,331
		2nd half	47,402	1,72,121	2,46,508	2,396	55,515
		Total	90,557	3,41,124	4,14,838	4,040	1,26,846
XL	Pálanpur-Deesa	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
XLI	Southern Mahratta	1st half	26,332	80,456	58,241	1,998	19,293
		2nd half	25,891	77,828	67,604	2,517	19,853
		Total	52,223	1,58,284	1,25,845	4,515	39,146
XLII	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total					
XLIII	Southern Mahratta (Mysore section)	1st half					
		2nd half					
		Total					
XLIV	South Indian	1st half	20,200	1,09,125	1,53,066	1,784	24,292
		2nd half	27,355	99,261	1,62,596	...	23,153
		Total	47,555	2,08,386	3,15,662	1,784	47,445
XLV	Máyávaram-Mutupet	1st half	Included with the South Indian railway.				
		2nd half					
		Total					
XLVIII	Burma (state)	1st half	20,645	69,379	46,868	2,994	36,618
		2nd half	19,036	88,540	68,613	2,469	35,533
		Total	39,681	1,57,919	1,15,481	5,463	72,151
LI	Deoghur	1st half	Details not furnished.				
		2nd half					
		Total					
LII	Rohilkund and Kumaon (Company's section).(*a*)	1st half	3,716	7,434	8,795	492	4,120
		2nd half	3,768	6,366	8,605	502	3,983
		Total	7,484	13,800	17,400	994	8,103
LIII	Bengal Dooars	1st half	918	311	247	...	453
		2nd half	956	23	47	195	371
		Total	1,874	334	294	195	824
	TOTAL METRE GAUGE carried over	1st half	1,25,689	4,53,598	4,57,470	9,188	1,66,401
		2nd half	1,35,898	4,61,423	5,78,144	8,330	1,48,361
		Total (*b*)	2,61,587	9,14,991	10,35,614	17,518	3,14,762

A—*continued.*

RAILWAYS—(PART I)—*continued.*

AND WAGON EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

Other charges.	Total.	Deductions.	Net total.	1894.	Serial Number.	Remarks.
R	*R*	*R*	*R*			
1,77,025	42,25,788	76,616	41,81,116	1st half		
2,42,543	41,58,199	84,452	41,11,675	2nd half		
4,19,568	83,83,987	1,61,068	82,92,791	Total		
			1,043	1st half	XXXII	
			4,457	2nd half		
			5,500	Total.		
			33,454	1st half	XXXIII	
			44,726	2nd half		
			78,180	Total.		
1,77,025	42,25,788	76,616	42,15,613	1st half		
2,42,543	41,58,199	84,452	41,60,858	2nd half		
4,19,568	83,83,987	1,61,068	83,76,471	Total		
715	61,791	...	61,791	1st half	XXXVII	
1,169	64,318	...	64,318	2nd half		
1,884	1,26,109	...	1,26,109	Total.		
22,363	4,75,826	8,363	4,67,463	1st half	XXXIX	
11,786	5,35,728	8,039	5,27,689	2nd half		
34,149	10,11,554	16,402	9,95,152	Total.		
...	...	...	683	1st half	XL	
			829	2nd half		
			1,512	Total.		
—451	1,85,869	46,077	1,39,792	1st half	XLI	
—254	1,93,439	56,219	1,37,220	2nd half		
—705	3,79,308	1,02,296	2,77,012	Total.		
			8,111	1st half	XLII	
			9,592	2nd half		
			17,703	Total.		
			30,906	1st half	XLIII	
			38,265	2nd half		
			69,171	Total.		
8,555	3,17,022	3,666	3,13,356	1st half	XLIV	
1,822	3,14,187	10,834	3,03,353	2nd half		
10,377	6,31,209	14,500	6,16,709	Total.		
			3,574	1st half	XLV	
			8,367	2nd half		
			11,941	Total.		
1,527	1,78,031	...	1,78,031	1st half	XLVIII	
999	2,15,190	...	2,15,190	2nd half		
2,526	3,93,221	...	3,93,221	Total.		
	1,988	...	1,988	1st half	LI	
	1,988	...	1,988	2nd half		
953	25,510	...	25,510	1st half	LII	
434	23,658	...	23,658	2nd half		
1,387	49,168	...	49,168	Total.		
28	1,957	...	1,957	1st half	LIII	
...	1,592	...	1,592	2nd half		
28	3,549	...	3,549	Total.		
33,690	12,46,006	58,106	12,31,174	1st half		
15,956	13,48,112	75,092	13,30,073	2nd half		
49,646	25,96,106	1,33,198	25,63,235	Total (*b*)		

(*a*) Including the Rohilkund and Kumaon railway (Lucknow-Bareilly section).

(*b*) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF CARRIAGE

Half-years ended the 30th June and the 31st December 1894. [From Abstract C of

Serial Number.	Railway.	1894.	General superintendence.	Repairs and renewals of Coaching vehicles.	Repairs and renewals of Goods vehicles.	Repairs and renewals of Machinery.	Cleaning and oiling.
	METRE GAUGE—*concld.*		₹	₹	₹	₹	₹
	Brought forward METRE GAUGE .	1st half	1,25,689	4,53,568	4,57,470	9,188	1,66,401
		2nd half	1,35,898	4,61,423	5,78,144	8,330	1,48,361
		Total (*a*)	2,61,587	9,14,991	10,35,614	17,518	3,14,762
LIV	Dibru-Sadiya	1st half	3,550	2,251	21,253	...	3,993
		2nd half	3,873	2,288	12,547	...	3,758
		Total .	7,423	4,539	33,800	...	7,751
LVII	The Gaekwar's Mehsána	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total .					
LVIII	Kolhápur	1st half	Included with the Southern Mahratta railway				
		2nd half					
		Total .					
LIX	Yesvantpur-Mysore frontier . .	1st half					
		2nd half					
		Total .					
LX	Mysore-Nanjangúd	1st half					
		2nd half					
		Total .					
LXI	Jodhpore-Bickaneer—						
	Jodhpore section	1st half	762	1,793	2,274	126	2,246
		2nd half	760	1,920	2,141	...	2,135
		Total .	1,522	3,713	4,415	126	4,281
	Bickaneer section	1st half	63	140	192	7	193
		2nd half	80	193	212	...	209
		Total .	143	339	404	7	402
LXII	Bhávnagar-Gondal-Junágarh-Porbandar	1st half	6,220	9,582	9,538	435	2,880
		2nd half	5,898	9,964	9,330	518	2,840
		Total .	12,118	19,546	18,868	953	5,720
LXIII	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágarh-Porbandar railway.				
		2nd half					
		Total .					
	TOTAL METRE GAUGE .	1st half	1,36,284	4,67,340	4,90,727	9,756	1,75,613
		2nd half	1,46,509	4,75,788	6,02,374	8,848	1,57,303
		Total (*a*)	2,82,793	9,43,128	10,93,101	18,604	3,32,916
	SPECIAL GAUGES.						
	Cherra-Companyganj (2′ 6″) .	1st half	318	274	271	...	348
		2nd half	336	189	582	...	504
		Total .	654	463	853	...	852
LXVIII	Jorhát (2′ 0″)	1st half	249	511	1,367	...	330
		2nd half	249	136	1,259	...	537
		Total .	498	647	2,626	...	867
LXIX	Darjeeling-Himalayan (2′ 0″) .	1st half	2,204	5,524	10,647	141	2,127
		2nd half	2,469	5,261	8,818	130	1,976
		Total .	4,673	10,785	19,465	271	4,103
LXX	The Gaekwar's Dabhoi (2′ 6″) .	1st half	152	1,014	3,607	...	1,244
		2nd half	152	886	3,480	...	1,226
		Total	304	1,900	7,087	...	2,470
LXXII	Cooch Behar (2′ 6″) . . .	1st half	68	29	82	28	166
		2nd half	222	766	88	9	182
		Total .	290	795	170	37	348
LXXIII	Morvi (2′ 6″)	1st half	1,028	3,625	293	...	935
		2nd half	510	3,097	234	...	598
		Total .	1,538	6,722	527	...	1,533
	TOTAL SPECIAL GAUGES .	1st half	4,019	10,977	16,267	169	5,150
		2nd half	3,938	10,335	14,461	139	5,023
		Total .	7,957	21,312	30,728	308	10,173
	TOTAL OF ALL GAUGES FOR THE YEAR .	...	9,66,526	31,17,979	52,72,038	1,95,114	11,53,782

A—*continued.*

RAILWAYS—(PART I)—*continued.*

AND WAGON EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

Other Charges.	Total.	Deductions.	Net total.	1894.	Serial Number.	Remarks.
₹	₹	₹	₹			
33,690	12,46,006	58,106	12,31,174	1st half		
15,956	13,48,112	75,092	13,30,073	2nd half		
49,646	25,96,106	1,33,198	25,63,235	Total (*a*)		(*a*) Including the Deoghur railway, for which yearly figures are shown.
...	31,047	...	31,047	1st half	LIV	
...	22,466	...	22,466	2nd half		
...	53,513	...	53,513	Total.		
			7,679	1st half	LVII	
			7,211	2nd half		
			14,890	Total.		
			2,948	1st half	LVIII	
			2,881	2nd half		
			5,829	Total.		
			3,405	1st half	LIX	
			4,367	2nd half		
			7,772	Total.		
			707	1st half	LX	
			1,114	2nd half		
			1,821	Total.		
14	7,115	...	7,115	1st half	LXI	
36	6,992	...	6,992	2nd half		
50	14,107	...	14,107	Total.		
...	601	...	601	1st half		
...	694	...	694	2nd half		
...	1,295	...	1,295	Total.		
598	29,253	3,036	26,217	1st half	LXII	
120	28,670	2,496	26,174	2nd half		
718	57,923	5,532	52,391	Total.		
			3,036	1st half	LXIII	
...	...	...	2,496	2nd half		
			5,532	Total.		
34,302	13,14,022	61,142	13,13,929	1st half		
16,112	14,06,934	77,588	14,04,468	2nd half		
50,414	27,22,944	1,38,730	27,20,385	Total (*a*)		
49	1,260	...	1,260	1st half		
...	1,611	...	1,611	2nd half		
49	2,871	...	2,871	Total.		
...	2,457	...	2,457	1st half	LXVIII	
...	2,181	...	2,181	2nd half		
...	4,638	...	4,638	Total.		
...	20,643	107	20,536	1st half	LXIX	
...	18,654	27	18,627	2nd half		
...	39,297	134	39,163	Total.		
897	6,914	...	6,914	1st half	LXX	
1,230	6,974	...	6,974	2nd half		
2,127	13,888	...	13,888	Total.		
6	379	...	379	1st half	LXXII	
15	1,282	...	1,282	2nd half		
21	1,661	...	1,661	Total.		
...	5,881	...	5,881	1st half	LXXIII	
...	4,439	...	4,439	2nd half		
...	10,320	...	10,320	Total.		
952	37,534	107	37,427	1st half		
1,245	35,141	27	35,114	2nd half		
2,197	72,675	134	72,541	Total.		
4,72,179	1,11,79,606	2,99,932	1,11,60,397			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1894. [From Abstract D of

Serial Number.	Railway.	1894.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.
	STANDARD GAUGE.		₹	₹	₹	₹	₹	₹	₹
I	East Indian	1st half	1,99,021	7,98,748	3,13,454	1,22,942	14,417	47,914	1,800
		2nd half	2,04,321	7,80,726	3,07,170	1,13,911	16,909	60,526	1,932
		Total	4,03,342	15,79,474	6,20,624	2,36,853	31,326	1,08,440	3,732
II	Bengal-Nágpur	1st half	47,192	1,12,016	34,130	25,977	—21	12,947	...
		2nd half	54,755	97,670	31,255	29,285	426	12,085	...
		Total	1,01,947	2,09,686	65,385	55,262	405	25,032	...
III	Indian Midland	1st half	48,061	1,03,829	35,468	23,368	292	13,646	98
		2nd half	45,009	1,02,502	32,906	20,967	2,578	12,765	367
		Total	93,070	2,06,331	68,374	44,335	2,870	26,411	465
V	Godhra-Rutlam	1st half 2nd half Total	Included with the Bombay, Baroda and Central India railway, *vide* remark (*b*).						
X	North Western (state)	1st half	1,79,173	6,46,797	2,51,403	1,25,687	10,610	38,756	90
		2nd half	1,85,923	6,42,689	2,57,989	97,485	26,264	46,069	90
		Total	3,65,096	12,89,486	5,09,392	2,23,172	36,874	84,825	180
XI	Hyderabad-Shadipalli	1st half 2nd half Total	Included with the North Western (state) railway.						
XII	Oudh and Rohilkhand (state)	1st half	57,632	1,74,442	61,435	37,525	6,416	20,660	870
		2nd half	61,622	1,86,940	63,704	35,820	3,813	19,205	870
		Total	1,19,254	3,61,382	1,25,139	73,345	10,229	39,865	1,740
XIII	Eastern Bengal (state) (*a*)	1st half	87,154	4,13,681	64,648	49,750	5,714	30,896	2,897
		2nd half	78,706	4,42,976	67,533	56,716	5,526	35,637	8,450
		Total	1,65,860	8,56,657	1,32,181	1,06,466	11,240	66,533	11,347
XIV	Bengal Central	1st half 2nd half Total	Included with the Eastern Bengal (state) railway (standard gauge).						
XV	Calcutta Port Commissioners'	1st half	7,693	38,015	4,524	689	459	3,326	...
		2nd half	10,234	30,907	4,614	409	61	3,647	...
		Total	17,927	68,922	9,138	1,098	520	6,973	...
XVI	East Coast (state)	1st half	21,389	55,184	12,174	6,300	953	15,256	41
		2nd half	25,714	63,244	13,049	5,138	3,075	10,170	...
		Total	47,103	1,18,428	25,223	11,438	4,028	25,426	41
XXII	Great Indian Peninsula	1st half	1,53,390	7,18,672	4,65,533	1,49,426	8,829	63,208	5,115
		2nd half	1,52,094	6,53,594	3,77,899	1,50,370	23,193	67,816	5,117
		Total	3,05,484	13,72,266	8,43,432	2,99,796	32,022	1,31,024	10,232
XXIII	Bombay, Baroda and Central India. (*b*)	1st half	51,723	2,61,934	49,842	49,625	4,378	30,302	3,741
		2nd half	53,873	2,40,695	45,465	29,071	6,813	27,410	3,826
		Total	1,05,596	5,02,629	95,307	78,696	11,191	57,712	7,567
XXIV	Madras	1st half	73,418	1,87,958	49,472	58,026	5,567	39,291	1,019
		2nd half	69,215	1,90,277	49,843	48,096	5,448	37,393	1,080
		Total	1,42,633	3,78,235	99,315	1,06,122	11,015	76,684	2,099
XXX	The Nizam's Guaranteed State	1st half	22,150	48,197	15,050	11,757	225	7,779	...
		2nd half	21,547	48,739	16,024	11,548	1,741	7,809	...
		Total	43,697	96,936	31,074	23,305	1,966	15,588	...
XXXI	The Gaekwar's Petlád	1st half 2nd half Total	Included with the Bombay, Baroda and Central India railway.						
	Total Standard Gauge carried over.	1st half	9,47,996	35,59,473	13,57,133	6,61,072	57,839	3,23,981	15,671
		2nd half	9,63,013	34,80,959	12,67,451	5,98,816	95,847	3,40,532	21,732
		Total†	19,11,009	70,40,432	26,24,584	12,59,888	1,53,686	6,64,513	37,403

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TRAFFIC EXPENSES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1894.	Serial Number.	REMARKS.
R	*R*	*R*	*R*	*R*	*R*			
20,455	20,255	3,769	15,42,775	...	15,42,775	1st half	I	
25,075	19,804	3,196	15,33,570	...	15,33,570	2nd half		
45,530	40,059	6,965	30,76,345	...	30,76,345	Total.		
561	18,321	1,509	2,52,632	...	2,52,632	1st half	II	
819	19,789	2,929	2,49,013	...	2,49,013	2nd half		
1,380	38,110	4,438	5,01,645	...	5,01,645	Total.		
812	22,919	378	2,48,871	...	2,48,871	1st half	III	
1,002	23,469	413	2,41,978	...	2,41,978	2nd half		
1,814	46,388	791	4,90,849	...	4,90,849	Total.		
	...		...		3,310	1st half	V	
	3,246	...	3,246	...	15,355	2nd half		
	3,246		3,246		18,665	Total.		
—129	16,488	9,204	12,78,079	50,404	12,27,675	1st half	X	
1,361	18,251	11,148	12,87,269	62,699	12,24,570	2nd half		
1,232	34,739	20,352	25,65,348	1,13,103	24,52,245	Total.		
					7,557	1st half	XI	
...	...	...	...	...	5,415	2nd half		
					12,972	Total.		
72	18,082	1,062	3,78,196	...	3,78,196	1st half	XII	
124	13,362	785	3,86,245	...	3,86,245	2nd half		
196	31,444	1,847	7,64,441	...	7,64,441	Total.		
12,603	...	1,757	6,69,100	55,253	6,13,847	1st half	XIII	(a) Including the metre and special gauge sections of the undertaking, and the Bengal Central railway, except in the column "Net total."
10,054	...	1,148	7,06,746	54,085	6,52,661	2nd half		
22,657	...	2,905	13,75,846	1,09,338	12,66,508	Total.		
					55,253	1st half	XIV	
					54,085	2nd half		
					1,09,338	Total.		
...	...	...	54,706	...	54,706	1st half	XV	
...	...	...	49,872	...	49,872	2nd half		
...	...	...	1,04,578	...	1,04,578	Total.		
144	...	732	1,12,173	...	1,12,173	1st half	XVI	
275	3,500	—198	1,23,967	...	1,23,967	2nd half		
419	3,500	534	2,36,140	...	2,36,140	Total.		
3,179	16,897	19,596	16,03,845	...	16,03,845	1st half	XXII	
3,861	12,519	60,098	15,06,561	...	15,06,561	2nd half		
7,040	29,416	79,694	31,10,406	...	31,10,406	Total.		
1,081	27,216	5,645	4,85,487	5,255	4,80,232	1st half	XXIII	(b) Including the Godhra-Rutlam railway up to the 21st October 1894, except in the case of "Net total," and thereafter the transactions are included with the Rajputana-Malwa railway.
1,082	15,353	—6,528	4,17,060	3,472	4,13,588	2nd half		
2,163	42,569	—883	9,02,547	8,727	8,93,820	Total.		
2,491	6,103	24,400	4,47,745	1,258	4,46,487	1st half	XXIV	
2,360	1,132	24,163	4,29,007	5,539	4,23,468	2nd half		
4,851	7,235	48,563	8,76,752	6,797	8,69,955	Total.		
1,230	8,362	42	1,14,792	...	1,14,792	1st half	XXX	
657	10,717	46	1,18,828	...	1,18,828	2nd half		
1,887	19,079	88	2,33,620	...	2,33,620	Total.		
					1,944	1st half	XXXI	
					2,007	2nd half		
					3,951	Total.		
42,499	1,54,643	68,094	71,88,401	1,12,170	71,44,295	1st half		
46,670	1,41,142	97,200	70,52,452	1,25,795	70,01,183	2nd half		
89,169	2,95,785	1,65,294	1,42,41,763	2,37,965	1,41,45,478	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF TRAFFIC

Half-years ended the 30th June and the 31st December 1894. [From Abstract D of

Serial. Number.	Railway.	1894.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.
	STANDARD GAUGE—*concld.*		R	R	R	R	R	R	R
	Brought forward STANDARD GAUGE.	1st half	9,47,996	35,59,473	13,57,133	6,61,072	57,839	3,23,981	15,671
		2nd half	9,63,013	34,80,959	12,67,451	5,98,816	95,847	3,40,532	21,732
		Total	19,11,009	70,40,432	26,24,584	12,59,888	1,53,686	6,64,513	37,403
XXXII	Kolar Gold-fields	1st half	Worked by the Madras railway.						
		2nd half							
		Total							
XXXIII	Rájpura-Bhátinda	1st half	Included with the North Western (state) railway.						
		2nd half							
		Total							
	TOTAL STANDARD GAUGE	1st half	9,47,996	35,59,473	13,57,133	6,61,072	57,839	3,23,981	15,671
		2nd half	9,63,013	34,80,959	12,67,451	5,98,816	95,847	3,40,532	21,732
		Total	19,11,009	70,40,432	26,24,584	12,59,888	1,53,686	6,64,513	37,403
	METRE GAUGE.								
XXXVII	Bengal and North-Western— Tirhoot section	1st half	34,704	82,565	28,422	19,425	2,229	16,138	8,142
	Company's section	2nd half	34,641	83,299	28,163	24,044	1,388	16,879	6,645
		Total	69,345	1,65,864	56,585	43,469	3,617	33,017	14,787
XXXIX	Rajputana-Malwa	1st half	1,22,904	3,72,787	1,21,609	74,606	12,742	44,810	112
		2nd half	1,36,477	3,49,771	1,12,773	79,564	16,877	46,196	83
		Total	2,59,381	7,22,558	2,34,382	1,54,170	29,619	91,006	195
XL	Pálanpur-Deesa	1st half	Included with the Rajputana-Malwa railway.						
		2nd half							
		Total							
XLI	Southern Mahratta	1st half	71,527	1,64,603	50,400	51,801	7,197	29,066	...
		2nd half	72,528	1,68,553	48,382	51,820	12,652	31,134	...
		Total	1,44,055	3,33,156	98,782	1,03,621	19,849	60,200	...
XLII	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway.					...	...
		2nd half							
		Total							
XLIII	Southern Mahratta (Mysore section).	1st half							
		2nd half							
		Total							
XLIV	South Indian	1st half	52,313	1,58,244	31,193	47,518	6,590	48,084	...
		2nd half	52,270	1,63,086	34,176	48,907	7,262	43,535	8
		Total	1,04,583	3,21,330	65,369	96,425	13,852	91,619	8
XLV	Máyavaram-Mutupet	1st half	Included with the South Indian railway.						
		2nd half							
		Total							
XLVIII	Burma (state)	1st half	50,891	1,96,351	51,708	37,456	5,642	15,634	...
		2nd half	53,336	1,83,000	44,204	33,133	4,913	21,567	...
		Total	1,04,227	3,79,351	95,912	70,589	10,555	37,201	...
LI	Deoghur	1st half	Details not furnished.						
		2nd half							
		Total							
LII	Rohilkund and Kumaon (Company's section) (*a*)	1st half	15,305	22,871	8,271	7,224	20	5,352	...
		2nd half	15,079	21,980	8,137	6,663	—85	6,377	...
		Total	30,384	44,851	16,408	13,887	—65	11,729	...
LIII	Bengal Dooars	1st half	3,132	5,123	709	316	134	682	...
		2nd half	3,038	5,034	461	536	89	879	...
		Total	6,170	10,157	1,170	852	223	1,561	...
	TOTAL METRE GAUGE carried over	1st half	3,50,776	10,02,544	2,92,312	2,38,346	34,554	1,59,766	8,254
		2nd half	3,67,369	9,74,723	2,76,296	2,44,667	43,096	1,66,567	6,736
		Total (*b*)	7,18,145	19,77,267	5,68,608	4,83,013	77,650	3,26,333	14,990

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1894.	Serial Number.	REMARKS.
₹	₹	₹	₹	₹	₹			
42,499	1,54,643	68,094	71,88,401	1,12,170	71,44,295	1st half		
46,670	1,41,142	97,200	70,52,452	1,25,795	70,01,183	2nd half		
89,169	2,95,785	1,65,294	1,42,41,763	2,37,965	1,41,45,478	Total.		
					1,252	1st half	XXXII	
					5,533	2nd half		
					6,785	Total.		
					42,847	1st half	XXXIII	
					57,284	2nd half		
					1,00,131	Total.		
42,499	1,54,643	68,094	71,88,401	1,12,170	71,88,394	1st half		
46,670	1,41,142	97,200	70,52,452	1,25,795	70,64,000	2nd half		
89,169	2,95,785	1,65,294	1,42,41,763	2,37,965	1,42,52,394	Total.		
1,528	23	22,629	2,15,805	...	2,15,805	1st half	XXXVII	
2,879	68	26,181	2,24,187	...	2,24,187	2nd half		
4,407	91	48,810	4,39,992	...	4,39,992	Total.		
7,120	35,433	2,630	7,94,753	13,967	7,80,786	1st half	XXXIX	
2,381	29,737	862	7,74,721	11,621	7,63,100	2nd half		
9,501	65,170	3,492	15,69,474	25,588	15,43,886	Total.		
					1,141	1st half	XL	
					1,198	2nd half		
					2,339	Total.		
7,154	23,732	12,443	4,17,923	1,03,902	3,14,021	1st half	XLI	
4,842	25,795	686	4,16,392	1,20,974	2,95,418	2nd half		
11,996	49,527	13,129	8,34,315	2,24,876	6,09,439	Total.		
					18,219	1st half	XLII	
					20,553	2nd half		
					38,772	Total.		
					69,749	1st half	XLIII	
					82,462	2nd half		
					1,52,211	Total.		
975	7,056	3,519	3,55,483	4,408	3,51,075	1st half	XLIV	
2,039	6,550	3,487	3,61,320	14,245	3,47,075	2nd half		
3,014	13,606	6,997	7,16,803	18,653	6,98,150	Total.		
					4,275	1st half	XLV	
			...	...	9,574	2nd half		
					13,849	Tota		
1,717	...	2,124	3,61,523	...	3,61,523	1st half	XLVIII	
1,580	...	1,894	3,43,627	...	3,43,627	2nd half		
3,297	...	4,018	7,05,150	...	7,05,150	Total.		
			5,265	...	5,265	1st half	LI	
			5,265	...	5,265	Total.		
1,193	5,853	109	66,198	...	66,198	1st half	LII	
774	7,336	81	66,342	...	66,342	2nd half		
1,967	13,189	190	1,32,540	...	1,32,540	Total.		
90	...	...	10,186	...	10,186	1st half	LIII	
85	...	...	10,122	...	10,122	2nd half		
175	...	...	20,308	...	20,308	Total.		
19,777	72,097	43,445	22,21,871	1,22,277	21,92,978	1st half		
14,580	69,486	33,191	21,96,711	1,46,840	21,63,658	2nd half		
34,357	1,41,583	76,636	44,23,847	2,69,117	43,61,901	Total (*b*)		

(*a*) Including the Rohilkund and Kumaon railway (Lucknow-Bareilly section).

(*b*) Including the Deoghur railway, for which yearly figures are shown,

APPENDIX

STATISTICS OF INDIAN

DETAIL OF TRAFFIC

Half-years ended the 30th June and the 31st December 1894. [From Abstract D of

Serial Number.	Railway.	1894.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.
			₹	₹	₹	₹	₹	₹	₹
	METRE GAUGE—*concld.*								
	Brought forward METRE GAUGE	1st half	3,50,776	10,02,544	2,92,312	2,38,346	34,554	1,59,766	8,254
		2nd half	3,67,369	9,74,723	2,76,296	2,44,667	43,096	1,66,567	6,736
		Total (*a*)	7,18,145	19,77,267	5,68,608	4,83,013	77,650	3,26,333	14,990
LIV	Dibru-Sadiya	1st half	3,672	9,114	2,240	571	60	1,037	1,497
		2nd half	3,733	9,202	2,154	—30	130	944	2,505
		Total	7,405	18,316	4,394	541	190	1,981	4,002
LVII	The Gaekwar's Mehsána	1st half	Included with the Rajputana-Malwa railway.						
		2nd half							
		Total							
LVIII	Kolhápur	1st half	Included with the Southern Mahratta railway.						
		2nd half							
		Total							
LIX	Yesvantpur-Mysore frontier	1st half							
		2nd half							
		Total							
LX	Mysore-Nanjangúd	1st half							
		2nd half							
		Total							
LXI	Jodhpore-Bickaneer—								
	Jodhpore section	1st half	6,457	11,828	1,858	3,713	119	3,627	...
		2nd half	6,524	12,723	1,617	3,406	186	3,281	...
		Total	12,981	24,551	3,475	7,119	305	6,908	...
	Bickaneer section	1st half	535	1,428	149	405	...	465	...
		2nd half	670	1,592	167	293	...	320	...
		Total	1,205	3,020	316	698	...	785	...
LXII	Bhávnagar-Gondal-Junágarh-Porbandar	1st half	20,885	51,469	7,970	13,394	358	8,836	...
		2nd half	21,019	41,758	6,471	8,806	1,953	6,579	...
		Total	41,904	93,227	14,441	22,200	2,311	15,415	...
LXIII	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágarh-Porbandar railway.						
		2nd half							
		Total							
	TOTAL METRE GAUGE	1st half	3,82,325	10,76,383	3,04,529	2,56,429	35,091	1,73,731	9,751
		2nd half	3,99,315	10,39,998	2,86,705	2,57,142	45,365	1,77,691	9,241
		Total (*a*)	7,81,640	21,16,381	5,91,234	5,13,571	80,456	3,51,422	18,992
	SPECIAL GAUGES								
	Cherra-Companyganj (2′ 6″)	1st half	318	1,891	180	3	10	17	...
		2nd half	*336	1,840	180	...	...	88	...
		Total	654	3,731	360	3	10	105	...
LXVIII	Jorhát (2′ 0″)	1st half	344	6,113	324	412	...	81	...
		2nd half	355	5,269	354	512	...	319	...
		Total	699	11,382	678	924	...	400	...
LXIX	Darjeeling-Himalayan (2′ 0″)	1st half	2,753	10,599	3,094	2,142	161	617	...
		2nd half	3,183	10,231	2,975	1,296	100	826	...
		Total	5,936	20,830	6,069	3,438	261	1,443	...
LXX	The Gaekwar's Dabhoi (2′ 6″)	1st half	608	5,439	1,066	5,234	48	910	...
		2nd half	608	4,491	651	762	28	711	...
		Total	1,216	9,930	1,717	5,996	76	1,621	...
LXXII	Cooch Behar (2′ 6″)	1st half	2,093	2,731	123	230	1	350	...
		2nd half	...	2,450	68	866	17	97	...
		Total	2,093	5,181	191	1,096	18	447	...
LXXIII	Morvi (2′ 6″)	1st half	3,149	6,925	1,379	1,850	179	2,168	3,482
		2nd half	3,244	6,712	1,331	2,328	227	1,286	1,982
		Total	6,393	13,637	2,710	4,178	406	3,454	5,464
	TOTAL SPECIAL GAUGES	1st half	9,265	33,698	6,166	9,871	399	4,143	3,482
		2nd half	7,726	30,993	5,559	5,764	372	3,327	1,982
		Total	10,991	64,691	11,725	15,635	771	7,470	5,464
	TOTAL OF ALL GAUGES FOR THE YEAR.		27,09,640	92,21,504	32,27,543	17,89,094	2,34,913	10,23,405	61,859

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1894.	Serial Number.	REMARKS.
₹	₹	₹	₹	₹	₹			
19,777	72,097	43,445	22,21,871	1,22,277	21,92,978	1st half		
14,580	69,486	33,194	21,96,711	1,46,840	21,63,658	2nd half		
34,357	1,41,583	76,636	44,23,847	2,69,117	43,61,901	Total (*a*)		
59	...	...	18,250	...	18,250	1st half	LIV	
12	...	...	18,650	...	18,650	2nd half		
71	...	...	36,900	...	36,900	Total.		
					12,827	1st half	LVII	
					10,424	2nd half		
					23,251	Total.		
					6,654	1st half	LVIII	
					6,195	2nd half		
					12,849	Total.		
					7,685	1st half	LIX	
					9,371	2nd half		
					17,056	Total.		
					1,595	1st half	LX	
					2,393	2nd half		
					3,988	Total.		
18	637	...	28,257	...	28,257	1st half	LXI	
25	449	7	28,218	...	28,218	2nd half		
43	1,086	7	56,475	...	56,475	Total.		
2	...	...	2,984	...	2,984	1st half		
...	...	...	3,043	...	3,043	2nd half		
2	...	...	6,027	...	6,027	Total.		
2,733	3,597	1,170	1,10,412	9,053	1,01,359	1st half	LXII	
2,932	3,585	1,264	94,366	7,377	86,989	2nd half		
5,665	7,182	2,434	2,04,778	16,430	1,88,348	Total.		
					9,053	1st half	LXIII	
					7,377	2nd half		
					16,430	Total.		
22,589	76,331	44,615	23,81,774	1,31,330	23,81,642	1st half		
17,549	73,520	34,462	23,40,988	1,54,217	23,36,318	2nd half		
40,138	1,49,851	79,077	47,28,027	2,85,547	47,23,225	Total (*a*)		
...	...	...	2,419	...	2,419	1st half		
...	...	...	2,444	...	2,444	2nd half		
...	...	...	4,863	...	4,863	Total.		
16	...	...	7,290	...	7,290	1st half	LXVIII	
...	...	...	6,809	...	6,809	2nd half		
16	...	...	14,099	...	14,099	Total.		
5	4,200	...	23,571	...	23,571	1st half	LXIX	
18	3,604	...	22,233	...	22,233	2nd half		
23	7,804	...	45,804	...	45,804	Total.		
...	2,133	...	15,438	...	15,438	1st half	LXX	
...	1,517	...	8,768	...	8,768	2nd half		
...	3,650	...	24,206	...	24,206	Total.		
430	...	1	5,959	...	5,959	1st half	LXXII	
7	...	617	4,122	...	4,122	2nd half		
437	...	618	10,081	...	10,081	Total.		
77	...	106	19,315	...	19,315	1st half	LXXIII	
87	...	250	17,447	...	17,447	2nd half		
164	...	356	36,762	...	36,762	Total.		
528	6,333	107	73,992	...	73,992	1st half		
112	5,121	867	61,823	...	61,823	2nd half		
640	11,454	974	1,35,815	...	1,35,815	Total.		
1,29,947	4,57,990	2,45,345	1,91,05,605	5,23,512	1,91,11,434			

(*a*) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1894. [From Abstract E of

Serial Number.	Railway.	1894.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
	STANDARD GAUGE.		R	R	R	R	R	R	R
I	East Indian	1st half	1,38,059	47,593	2,05,768	74,232	53,337	75,829	87,939
		2nd half	1,59,269	50,028	2,10,049	75,363	53,949	94,495	75,118
		Total	2,98,228	97,621	4,15,817	1,49,595	1,07,286	1,70,324	1,63,057
II	Bengal-Nágpur	1st half	77,620	30,920	66,232	16,852	12,659	17,825	13,292
		2nd half	87,356	39,553	66,888	16,294	12,261	16,310	15,548
		Total	1,64,976	70,473	1,33,120	33,146	24,920	34,135	28,840
III	Indian Midland	1st half	56,379	27,968	65,627	15,133	7,851	11,618	16,303
		2nd half	68,883	28,715	64,753	15,527	7,714	10,717	18,861
		Total	1,25,262	56,683	1,30,380	30,660	15,565	22,335	35,164
V	Godhra-Rutlam	1st half	Included with the Bombay, Baroda and Central India railway, *vide* mark (*f*)					...	...
		2nd half							
		Total							
VI	Wardha Coal	1st half	Included with the Great Indian Peninsula railway				...	...	...
		2nd half							
		Total							
VII	Dhond-Manmád	1st half							
		2nd half							
		Total							
X	North Western (state)	1st half	41,997	63,514	1,63,985	41,946	31,777	43,124	49,461
		2nd half	...	67,706	1,63,890	48,622	32,424	28,167	44,171
		Total	41,997	1,31,220	3,27,875	90,568	64,201	71,291	93,632
XI	Hyderabad-Shadipalli	1st half	Included with the North Western (state) railway				...	(*a*)611	...
		2nd half					...	...	...
		Total					...	611	...
XII	Oudh and Rohilkhand (state).	1st half	11,772	24,052	58,836	13,564	11,597	13,670	12,963
		2nd half	...	28,816	58,800	14,559	11,946	9,221	13,173
		Total	11,772	52,868	1,17,636	28,123	23,543	22,891	26,136
XIII	Eastern Bengal (state) (*c*)	1st half	14,463	34,300	85,370	10,127	20,405	20,588	16,929
		2nd half	...	38,811	85,259	9,721	19,701	18,211	15,685
		Total	14,463	73,111	1,70,629	19,848	40,106	38,799	32,614
XIV	Bengal Central	1st half	18,292	4,557	3,300	384	445	1,308	...
		2nd half	20,524	6,140	3,300	381	483	758	...
		Total	38,816	10,697	6,600	765	928	2,066	...
XV	Calcutta Port Commissioners'.	1st half	...	3,591	1,000	...	...	4	...
		2nd half	...	3,682	1,006	...	...	...	...
		Total	...	7,273	2,006	...	...	4	...
XVI	East Coast (state)	1st half	...	16,555	13,066	1,112	3,127	7,510	2,395
		2nd half	...	6,691	15,731	8,102	1,121	9,931	2,510
		Total	...	23,246	28,797	9,214	4,248	17,441	4,905
XXII	Great Indian Peninsula	1st half	49,261	53,984	1,68,873	57,241	34,495	30,795	68,815
		2nd half	47,251	59,372	1,74,594	58,625	35,984	30,305	70,471
		Total	96,512	1,13,356	3,43,467	1,15,866	70,479	61,188	1,39,286
XXIII	Bombay, Baroda and Central India. (*f*)	1st half	27,249	21,209	75,180	27,407	15,851	26,114	28,589
		2nd half	27,431	19,489	73,204	26,987	15,949	23,726	27,148
		Total	54,680	40,698	1,48,384	54,394	31,800	49,840	55,737
XXIV	Madras	1st half	36,707	23,945	68,381	11,639	15,437	10,837	17,822
		2nd half	35,212	26,373	70,480	11,426	14,742	8,198	17,595
		Total	71,919	50,318	1,38,861	23,065	30,179	19,035	35,417
XXVIII	Amráoti	1st half	Included with the Great Indian Peninsula railway				...	...	...
		2nd half							
		Total							
XXX	The Nizam's Guaranteed State.	1st half	39,376	12,335	35,125	7,755	7,442	10,015	15,057
		2nd half	42,160	11,874	33,989	7,271	7,168	11,089	13,595
		Total	81,536	24,209	69,114	15,026	14,610	21,104	28,652
XXXI	The Gaekwar's Petlád	1st half	Included with the Bombay, Baroda and Central India railway					...	...
		2nd half							
		Total							
	TOTAL STANDARD GAUGE carried over.	1st half	5,12,075	3,64,523	10,10,743	2,77,392	2,14,423	2,69,848	3,29,565
		2nd half	4,88,086	3,87,250	10,21,943	2,92,878	2,13,442	2,61,128	3,13,875
		Total	10,00,161	7,51,773	20,32,686	5,70,270	4,27,865	5,30,976	6,43,440

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GENERAL CHARGES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894

Advertising.	Electric telegraph.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1894.	Serial Number.	REMARKS.
₹	₹	₹	₹	₹	₹			
2,802	2,53,630	2,084	9,42,173	...	9,42,173	1st half	I	
3,212	2,56,052	1,970	9,79,505	63	9,79,442	2nd half		
6,014	5,09,682	4,054	19,21,678	63	19,21,615	Total.		
1,151	66,707	2,113	3,05,371	...	3,05,371	1st half	II	
1,000	67,717	1,185	3,24,112	...	3,24,112	2nd half		
2,151	1,34,424	3,298	6,29,483	...	6,29,483	Total.		
76	45,227	7	2,46,189	...	2,46,189	1st half	III	
1,084	44,671	7	2,60,932	...	2,60,932	2nd half		
1,160	89,898	14	5,07,121	...	5,07,121	Total.		
...	...	...	...	...	2,020	1st half	V	
					10,337	2nd half		
					12,357	Total.		
			(a) 743	...	(a) 743	1st half	VI	(a) Expenditure incurred direct by the State.
			(a) 743	...	(a) 743	2nd half		
			1,486	...	1,486	Total.		
...	...	...	(a) 6,470	...	(a) 6,470	1st half	VII	
			(a) 6,478	...	(a) 6,478	2nd half		
			12,948	...	12,948	Total.		
4,347	2,20,343	1,274	6,61,768	29,767	6,32,001	1st half	X	
3,954	2,19,176	852	6,08,962	37,029	5,71,933	2nd half		
8,301	4,39,519	2,126	12,70,730	66,796	12,03,934	Total.		
...	...	...	611	...	(b) 5,073	1st half	XI	(b) Including R4,462 charged by the North Western (state) railway for working the line. The details are included with the figures of the former line.
...	...	...	...	...	3,197	2nd half		
...	...	...	611	...	8,270	Total.		
1,299	58,007	1,152	2,06,912	...	2,06,912	1st half	XII	
1,794	59,527	701	1,98,537	...	1,98,537	2nd half		
3,093	1,17,534	1,853	4,05,449	...	4,05,449	Total.		
938	1,01,327	348	3,04,795	25,552	2,79,243	1st half	XIII	(c) Including the metre and special gauge sections of the undertaking; also the Bengal Central railway, except in the column "Net total."
1,234	1,02,017	187	2,90,826	22,100	2,68,666	2nd half		
2,172	2,03,344	535	5,95,621	47,712	5,47,909	Total.		
...	...	...	28,286	...	(d) 53,838	1st half	XIV	(d) Including R25,552 charged by the Eastern Bengal (state) railway for working the Bengal Central railway. The details are included with the figures of the former line.
...	...	...	31,586	...	(e) 53,746	2nd half		
...	...	...	59,872	...	1,07,584	Total		
...	650	634	5,879	...	5,879	1st half	XV	
...	1,430	592	6,710	...	6,710	2nd half		
...	2,080	1,226	12,589	...	12,589	Total.		(e) Including R22,160 charged by the Eastern Bengal (state) railway for working the Bengal Central railway. The details are included with the figures of the former line.
530	18,379	7	62,681	...	62,681	1st half	XVI	
596	26,235	...	70,917	...	70,917	2nd half		
1,126	44,614	7	1,33,598	...	1,33,598	Total.		
1,139	1,89,452	37,692	6,91,747	...	6,91,747	1st half	XXII	
3,709	1,81,341	42,725	7,04,377	...	7,04,377	2nd half		
4,848	3,70,793	80,417	13,96,124	...	13,96,124	Total.		
822	50,247	23,556	2,96,224	3,206	2,93,018	1st half	XXIII	
876	48,674	21,446	2,84,930	2,425	2,82,505	2nd half		
1,698	98,921	45,002	5,81,154	5,631	5,75,523	Total.		(f) Including the Godhra-Rutlam railway up to the 21st October 1894, except in the case of "Net total," and thereafter the transactions are included with the Rajputana-Malwa railway.
3,129	68,931	33,625	2,90,453	4,359	2,86,094	1st half	XXIV	
3,076	67,559	30,358	2,85,019	5,656	2,79,363	2nd half		
6,205	1,36,490	63,983	5,75,472	10,015	5,65,457	Total.		
...	...	...	(a) 442	...	(a) 442	1st half	XXVIII	
			(a) 442	...	(a) 442	2nd half		
			884	...	884	Total.		
176	18,767	157	1,46,205	...	1,46,205	1st half	XXX	
155	20,021	68	1,47,390	...	1,47,390	2nd half		
331	38,788	225	2,93,595	...	2,93,595	Total		
...	...	...	...	...	1,186	1st half	XXXI	
					1,371	2nd half		
				...	2,557	Total.		
16,409	10,91,667	1,02,649	41,96,949	62,864	41,67,285	1st half		
20,690	10,94,420	1,00,991	42,01,406	67,333	41,71,198	2nd half		
37,099	21,86,087	2,02,740	83,98,415	1,30,217	83,38,483	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1894. [From Abstract E of

Serial Number.	Railway.	1894.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
	STANDARD GAUGE—*concld.*		₹	₹	₹	₹	₹	₹	₹
	Brought forward STANDARD GAUGE.	1st half	5,12,075	3,64,523	10,10,743	2,77,392	2,14,423	2,69,848	3,29,565
		2nd half	4,88,086	3,87,250	10,21,943	2,92,878	2,13,442	2,61,128	3,13,875
		Total	10,00,161	7,51,773	20,32,686	5,70,270	4,27,865	5,30,976	6,43,440
XXXII	Kolar Gold-fields	1st half 2nd half Total	Included with the Madras railway.				...	...	...
XXXIII	Rájpura-Bhátinda	1st half 2nd half Total	Included with the North Western (state) railway				...	...	...
	TOTAL STANDARD GAUGE	1st half	5,12,075	3,64,523	10,10,743	2,77,392	2,14,423	2,69,848	3,29,565
		2nd half	4,88,086	3,87,250	10,21,943	2,92,878	2,13,442	2,61,128	3,13,875
		Total	10,00,161	7,51,773	20,32,686	5,70,270	4,27,865	5,30,976	6,43,440
	METRE GAUGE.								
XXXVII	Bengal and North-Western—								
	Tirhoot section	1st half	46,449	21,759	40,692	6,517	6,050	7,775	16,544
	Company's section	2nd half	53,376	21,808	41,250	6,651	6,191	9,437	15,862
		Total	99,825	43,567	81,942	13,168	12,241	17,212	32,406
XXXIX	Rajputana-Malwa	1st half	1,31,186	33,566	1,10,072	37,190	27,676	33,187	63,580
		2nd half	1,42,241	34,279	1,20,859	39,388	27,017	24,350	59,948
		Total	2,73,427	67,785	2,30,931	76,578	54,693	57,537	1,23,528
XL	Pálanpur-Deesa	1st half 2nd half Total	Included with the Rajputana-Malwa railway				...	...	...
XLI	Southern Mahratta	1st half	95,082	37,753	69,555	17,435	15,432	18,763	35,456
		2nd half	1,00,853	31,658	72,987	18,201	15,439	21,666	31,936
		Total	1,95,937	69,411	1,42,542	35,636	30,871	40,429	67,392
XLII	Guntakal-Mysore frontier.	1st half 2nd half Total	Included with the Southern Mahratta railway				...	...	...
XLIII	Southern Mahratta (Mysore section).	1st half 2nd half Total							
XLIV	South Indian	1st half	86,761	21,428	66,336	13,742	12,679	17,963	16,28
		2nd half	95,258	21,885	67,396	14,327	12,805	15,553	16,32
		Total	1,82,019	43,313	1,33,732	28,069	25,484	33,516	32,608
XLV	Máyavaram-Mutupet	1st half 2nd half Total	Included with the South Indian railway				...	...	...
XLVIII	Burma (state)	1st half	...	27,098	56,828	23,843	7,591	12,160	6,045
		2nd half	...	30,734	57,182	15,913	7,801	11,793	6,207
		Total	...	57,832	1,14,010	39,756	15,392	23,953	12,252
LI	Deoghur	1st half 2nd half Total	Details not furnished		...	...	...	...	...
LII	Rohilkund and Kumaon (Company's section) (a).	1st half	17,279	11,060	14,584	4,297	1,509	5,953	6,607
		2nd half	19,653	12,418	14,115	4,294	1,562	6,472	5,421
		Total	36,932	23,478	28,699	8,591	3,071	12,425	12,028
LIII	Bengal Dooars	1st half	4,715	4,188	1,790	574	1,188	853	70
		2nd half	10,278	1,396	1,623	204	243	968	426
		Total	14,993	5,584	3,413	778	1,431	1,821	496
LIV	Dibru-Sadiya	1st half	12,921	5,675	6,023	3,714	2,173	2,309	...
		2nd half	14,756	6,015	6,101	2,492	2,188	3,157	...
		Total	27,677	11,690	12,124	6,206	4,361	5,466	...
	TOTAL METRE GAUGE carried over	1st half	3,94,393	1,62,467	3,65,880	1,07,312	74,298	98,963	1,44,582
		2nd half	4,36,417	1,60,193	3,81,513	1,01,470	73,246	93,396	1,36,128
		Total (c)	8,30,810	3,22,660	7,47,393	2,08,782	1,47,544	1,92,359	2,80,710

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GENERAL CHARGES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

Advertising.	Electric telegraph.	Other charges.	Total.	Deductions.	Net total.	1894.	Serial Number.	Remarks.
₹	₹	₹	₹	₹	₹			
16,409	10,91,667	1,02,649	41,96,949	62,884	41,67,285	1st half		
20,690	10,94,420	1,00,091	42,01,466	67,333	41,71,198	2nd half		
37,099	21,86,087	2,02,740	83,98,415	1,30,217	83,38,483	Total .		
...	...	...	...	(a) ...	802	1st half	XXXII	
					3,653	2nd half		
					4,455	Total.		
...	...	...	...	...	25,305	1st half	XXXIII	
					33,831	2nd half		
				...	59,136	Total.		
16,409	10,91,667	1,02,649	41,96,949	62,884	41,93,392	1st half		
20,690	10,94,420	1,00,091	42,01,466	67,333	42,08,682	2nd half		
37,099	21,86,087	2,02,740	83,98,415	1,30,217	84,02,074	Total.		
223	51,888	5,155	2,03,052	...	2,03,052	1st half	XXXVII	
283	50,469	460	2,05,787	...	2,05,787	2nd half		
506	1,02,357	5,615	4,08,839	...	4,08,839	Total.		
400	1,88,802	374	6,25,973	11,001	6,14,972	1st half	XXXIX	
971	1,87,966	1,765	6,38,784	9,587	6,29,197	2nd half		
1,371	3,76,768	2,139	12,64,757	20,588	12,44,169	Total.		
...	...	...	...	...	898	1st half	XL	
					988	2nd half		
					1,886	Total.		
1,144	1,16,151	1,637	4,08,408	1,00,054	3,08,354	1st half	XLI	
1,474	1,09,047	494	4,03,757	1,13,610	2,90,147	2nd half		
2,618	2,25,198	2,131	8,12,165	2,13,664	5,98,501	Total.		
...	...	...	...	...	15,468	1st half	XLII	
					17,290	2nd half		
					32,758	Total.		
					71,057	1st half	XLIII	
					81,211	2nd half		
					1,52,268	Total.		
2,038	60,002	264	2,97,493	4,002	2,93,491	1st half	XLIV	
2,351	61,191	136	3,07,230	10,654	2,96,576	2nd half		
4,389	1,21,193	400	6,04,723	14,656	5,90,067	Total.		
...	...	...	...	...	3,998	1st half	XLV	
					8,184	2nd half		
					12,182	Total.		
1,856	67,555	5	2,02,981	...	2,02,981	1st half	XLVIII	
1,200	66,358	7	1,97,195	...	1,97,195	2nd half		
3,056	1,33,913	12	4,00,176	...	4,00,176	Total.		
...	...	...	2,755	...	2,755	1st half	LI	
						2nd half		
			2,755	...	2,755	Total.		
555	13,331	31	75,206	...	75,206	1st half	LII	
342	13,639	27	77,943	...	77,943	2nd half		
897	26,970	58	1,53,149	...	1,53,149	Total.		
217	1,389	...	(b)9,072	...	9,072	1st half	LIII	
43	1,209	...	16,390	...	16,390	2nd half		
260	2,508	...	25,462	...	25,462	Total.		
...	6,553	...	39,368	...	39,368	1st half	LIV	
31	6,599	...	41,339	...	41,339	2nd half		
31	13,152	...	80,707	...	80,707	Total.		
6,433	5,05,671	7,466	18,61,553	1,15,057	18,37,917	1st half		
6,695	4,96,478	2,889	18,88,425	1,33,851	18,62,247	2nd half		
13,128	10,02,149	10,355	37,52,733	2,48,908	37,02,919	Total (c)		

(a) Including the Rohilkund and Kumaon railway (Lucknow-Bareilly section).

(b) Excluding ₹5,912 on account of salaries of Indian management, including office, charged to Capital.

(c) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1894. [From Abstract E of

Serial Number.	Railway.	1894.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
	METRE GAUGE—*concld.*		₹	₹	₹	₹	₹	₹	₹
	Brought forward METRE GAUGE	1st half	3,94,393	1,62,467	3,65,880	1,07,312	74,798	98,963	1,44,582
		2nd half	4,36,417	1,60,193	3,81,513	1,01,470	73,246	93,396	1,36,128
		Total (*a*)	8,30,810	3,22,660	7,47,393	2,08,782	1,47,544	1,92,359	2,80,710
LVII	The Gaekwar's Mehsána	1st half	Included with the Rajputana-Malwa railway				...	...	...
		2nd half							
		Total							
LVIII	Kolhápur	1st half	Included with the Southern Mahratta railway				...	...	...
		2nd half							
		Total							
LIX	Yesvantpur-Mysore frontier.	1st half							
		2nd half							
		Total							
LX	Mysore-Nanjangúd	1st half							
		2nd half							
		Total							
LXI	Jodhpore-Bickaneer—								
	Jodhpore section	1st half	...	...	10,072	1,720	420	487	480
		2nd half	...	...	6,175	1,666	440	198	383
		Total	...	...	16,247	3,386	860	685	863
	Bickaneer section	1st half	...	...	661	139	60	118	106
		2nd half	...	...	566	169	60	211	107
		Total	...	...	1,227	303	120	329	213
LXII	Bhávnagar-Gondal-Junágarh-Porbandar.	1st half	983	16,422	24,793	4,330	6,452	5,663	13,147
		2nd half	887	19,125	26,190	4,858	6,477	5,197	12,284
		Total	1,870	35,547	50,983	9,188	12,929	10,860	25,428
LXIII	Jetalsar-Rájkot	1st half	Included with Bhávnagar-Gondal-Junágarh-Porbandar railway.						(*b*) 1,475
		2nd half	...	...	...	...	...	...	(*b*) 1,340
		Total	...	...	...	...	...	...	2,81
	TOTAL METRE GAUGE	1st half	3,95,376	1,78,889	4,01,406	1,13,501	81,230	1,05,231	1,59,790
		2nd half	4,37,304	1,79,318	4,14,444	1,08,163	80,223	99,002	1,50,239
		Total (*a*)	8,32,680	3,58,207	8,15,850	2,21,664	1,61,453	2,04,233	3,10,029
	SPECIAL GAUGES.								
	Cherra-Companyganj (2′ 6″)	1st half	...	210	482	...	253	291	...
		2nd half	...	233	594	...	257	139	...
		Total	...	443	1,076	...	510	430	...
LXVIII	Jorhát (2′ 0″)	1st half	...	1,878	964	288	30	340	...
		2nd half	...	2,014	1,189	288	130	485	...
		Total	...	3,892	2,153	576	160	825	...
LXIX	Darjeeling-Himalayan (2′ 0″)	1st half	4,238	12,947	7,131	...	2,302	1,922	...
		2nd half	6,899	13,278	7,600	...	2,318	2,322	...
		Total	11,137	26,225	14,731	...	4,620	4,244	...
LXX	The Gaekwar's Dabhoi (2′ 0″).	1st half	...	608	1,608	152	300	389	1,734
		2nd half	...	608	1,608	152	300	391	1,201
		Total	...	1,216	3,216	304	600	780	2,935
LXXII	Cooch Behar (2′ 6″)	1st half	...	50	370	...	...	1	105
		2nd half	...	...	447	...	...	...	6
		Total	...	50	817	...	...	1	111
LXXIII	Morvi (2′ 6″)	1st half	...	3,866	5,010	1,430	367	1,804	309
		2nd half	...	4,452	5,106	1,483	396	1,338	1,324
		Total	...	8,318	10,116	2,913	763	3,142	1,633
	TOTAL SPECIAL GAUGES	1st half	4,238	19,559	15,565	4,870	3,252	4,747	2,148
		2nd half	6,899	20,585	16,544	1,923	3,401	4,675	2,531
		Total	11,137	40,144	32,109	3,793	6,653	9,422	4,679
	TOTAL OF ALL GAUGES FOR THE YEAR.		18,43,078	11,50,124	28,80,645	7,95,727	5,95,971	7,44,631	9,58,148

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GENERAL CHARGES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

Advertising.	Electric telegraph.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1894.	Serial Number.	REMARKS.
R	R	R	R	R	R			
6,433	5,05,671	7,466	18,61,553	1,15,057	18,37,917	1st half		
6,695	4,96,478	2,889	18,88,425	1,33,851	18,62,247	2nd half		
13,128	10,02,149	10,355	37,52,733	2,48,908	37,02,919	Total (*a*)		(*a*) Including the Deoghur railway, for which yearly figures are shown.
...	...	...	...	...	10,103	1st half	LVII	
					8,599	2nd half		
					18,702	Total.		
					5,649	1st half	LVIII	
					5,211	2nd half		
					10,860	Total.		
					6,524	1st half	LIX	
...	...	...	...	...	7,884	2nd half		
					14,408	Total.		
					1,354	1st half	LX	
					2,013	2nd half		
					3,367	Total.		
...	7,361	...	20,549	...	20,549	1st half	LXI	
...	7,240	...	16,102	...	16,102	2nd half		
...	14,601	...	36,642	...	36,642	Total.		
...	814	...	1,898	...	1,898	1st half		
...	803	...	1,916	...	1,916	2nd half		
...	1,617	...	3,814	...	3,814	Total.		
83	23,059	238	95,170	7,670	87,500	1st half	LXII	
245	22,038	195	97,493	7,177	90,316	2nd half		
328	45,097	433	1,92,663	14,847	1,77,816	Total.		
...	...	...	(*b*) 1,475	...	(*c*) 9,145	1st half	LXIII	(*b*) Expenditure incurred direct by the Jétalsar-Rájkot railway.
...	...	...	(*b*) 1,340	...	(*d*) 8,517	2nd half		(*c*) Including R7,670 charged by the Bhávnagar-Gondal-Junágarh-Porbandar railway for working the line. The details are included with the figures of the former line.
...	...	...	2,815	...	17,662	Total.		(*d*) Including R7,177 charged by the Bhávnagar-Gondal-Junágarh-Porbandar railway for working the line. The details are included with the figures of the former line.
6,516	5,36,905	7,704	19,80,636	1,22,727	19,80,630	1st half		
6,940	5,26,559	3,084	20,05,276	1,41,028	20,02,805	2nd half		
13,456	10,63,464	10,788	39,88,667	2,63,755	39,86,190	Total (*a*)		
...	...	...	1,236	...	1,236	1st half		
...	...	...	1,223	...	1,223	2nd half		
...	...	...	2,459	...	2,459	Total.		
...	798	...	4,298	...	4,298	1st half	LXVIII	
...	800	...	4,906	...	4,906	2nd half		
...	1,598	...	9,204	...	9,204	Total.		
276	4,321	...	33,137	979	32,158	1st half	LXIX	
227	4,492	...	37,136	1,101	36,035	2nd half		
503	8,813	...	70,273	2,080	68,193	Total.		
...	4,928	...	6,719	...	6,719	1st half	LXX	
...	1,865	...	6,125	...	6,125	2nd half		
...	3,793	...	12,844	...	12,844	Total.		
...	65	...	591	...	591	1st half	LXXII	
...	1,607	...	2,060	...	2,060	2nd half		
...	1,672	...	2,651	...	2,651	Total.		
62	3,067	...	15,915	...	15,915	1st half	LXXIII	
8	3,355	...	17,462	...	17,462	2nd half		
70	6,422	...	33,377	...	33,377	Total.		
338	10,179	...	61,896	979	60,917	1st half		
235	12,119	...	68,912	1,101	67,811	2nd half		
573	22,298	...	1,30,808	2,080	1,28,728	Total.		
51,128	32,71,849	2,13,528	1,25,17,890	3,96,052	1,25,16,992			

APPENDIX

STATISTICS OF INDIAN

SPECIAL AND MISCEL

Half-years ended the 30th June and the 31st December 1894. [From Abstract G of

Serial Number.	Railway.	1894.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
	STANDARD GAUGE.		₹	₹	₹	₹
I	East Indian	1st half	1,459	5,128	35,360	5,48,061
		2nd half	2,723	12,972	35,742	2,02,314
		Total	4,182	18,100	71,102	7,50,375
II	Bengal-Nágpur	1st half	1,121	—209	1,963	24,483
		2nd half	2,023	416	368	22,456
		Total	3,144	207	1,331	46,939
III	Indian Midland	1st half	211	2,288	654	1,31,946
		2nd half	69	1,122	639	98,137
		Total	280	3,410	1,293	2,30,083
V	Godhra-Rutlam	1st half 2nd half Total	Included with the Bombay, Baroda and Central India railway, *vide* remark (*d*).			
X	North Western (state)	1st half	7,072	8,909	7,303	45,748
		2nd half	1,398	11,133	7,386	37,646
		Total	8,470	20,042	14,689	83,394
XI	Hyderabad-Shadipalli	1st half 2nd half Total	Included with the North Western (state) railway.			
XII	Oudh and Rohilkhand (state)	1st half	—57	1,916	...	6,060
		2nd half	7,848	1,925	...	1,20,601
		Total	7,791	3,841	...	1,26,661
XIII	Eastern Bengal (state) (*a*)	1st half	80	17,334	12,776	16,034
		2nd half	105	54,580	14,771	61,613
		Total	185	71,914	27,547	77,647
XIV	Bengal Central	1st half	3	...	...	...
		2nd half	...	...	...	...
		Total	3	...	...	...
XV	Calcutta Port Commissioners'	1st half	...	57	2,123	3,415
		2nd half	9	12	2,261	725
		Total	9	69	4,384	4,140
XVI	East Coast (state)	1st half	...	314	100	9,083
		2nd half	...	1,999	2,757	3,902
		Total	...	2,313	2,857	12,985
XXII	Great Indian Peninsula	1st half	3,325	26,939	23,566	2,94,858
		2nd half	1,031	10,586	23,634	1,31,493
		Total	4,356	37,525	47,200	4,26,351
XXIII	Bombay, Baroda and Central India (*d*)	1st half	968	8,743	14,933	40,061
		2nd half	213	25,839	14,391	23,010
		Total	1,181	34,582	29,324	63,071
XXIV	Madras	1st half	1,996	2,887	18,053	1,607
		2nd half	3,341	2,338	15,178	40,262
		Total	5,337	5,225	33,231	41,869
XXVI	Tarkessur	1st half 2nd half Total	Included with the East Indian railway			
XXX	The Nizam's Guaranteed State	1st half	951	160	32	1,241
		2nd half	1,004	449	63	...
		Total	1,955	609	95	1,241
XXXI	The Gaekwar's Petlád	1st half 2nd half Total	Included with the Bombay, Baroda and Central India railway.			
XXXII	Kolar Gold-fields	1st half 2nd half Total	Included with the Madras railway.			
	TOTAL STANDARD GAUGE carried over.	1st half	17,129	74,466	1,16,863	11,22,597
		2nd half	19,764	1,23,371	1,17,190	7,42,159
		Total	36,893	1,97,837	2,34,053	18,64,756

A—*continued.*

RAILWAYS—(PART I)—*continued.*

LANEOUS EXPENDITURE.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

Other charges.	Total.	Deductions.	Net total.	1894.	Serial Number.	Remarks.
R	R	R	R			
67,239	6,57,247	...	6,57,247	1st half	I	
1,10,585	3,64,336	...	3,64,336	2nd half		
1,77,824	10,21,583	...	10,21,583	Total.		
17,755	45,113	...	45,113	1st half	II	
74,434	99,697	...	99,697	2nd half		
92,189	1,44,810	...	1,44,810	Total.		
17,955	1,53,054	...	1,53,054	1st half	III	
18,517	1,18,484	...	1,18,484	2nd half		
36,472	2,71,538	...	2,71,538	Total.		
...	...	...	3,812	1st half	V	
			164	2nd half		
			3,976	Total.		
1,11,315	1,80,347	8,609	1,71,738	1st half	X	
1,14,521	1,72,084	10,710	1,61,374	2nd half		
2,25,836	3,52,431	19,319	3,33,112	Total.		
...	...	...	1,291	1st half	XI	
			925	2nd half		
			2,216	Total.		
34,278	42,197	...	42,197	1st half	XII	
33,936	1,64,310	...	1,64,310	2nd half		
68,214	2,06,507	...	2,06,507	Total.		
40,897	1,21	6,207	80,914	1st half	XIII	(*a*) Including the metre and special gauge sections of the undertaking; also the Bengal Central railway excepting the columns "Law charges" and "Net total."
44,459	1,75,528	11,665	1,63,863	2nd half		
85,356	2,62,649	17,872	2,44,777	Total.		
...	3	...	(*b*) 6,210	1st half	XIV	(*b*) Including R6,207 charged by the Eastern Bengal (state) railway for working this railway. The details are included with the figures of the former line.
...	...	...	(*c*) 11,665	2nd half		(*c*) Charge by the Eastern Bengal (state) railway for working the line.
...	3	...	17,875	Total.		
375	5,970	...	5,970	1st half	XV	
804	3,811	...	3,811	2nd half		
1,179	9,781	...	9,781	Total.		
3,388	12,885	...	12,885	1st half	XVI	
8,288	16,946	...	16,946	2nd half		
11,676	29,831	...	29,831	Total.		
46,541	3,95,229	5,269	3,89,960	1st half	XXII	
12,486	1,79,230	1,243	1,77,988	2nd half		
59,027	5,74,459	6,511	5,67,948	Total.		
9,377	74,082	802	73,280	1st half	XXIII	(*d*) Including the Godhra-Rutlam railway up to the 21st October 1894 except in the case of "Net total," and thereafter the transactions are included with the Rajputana-Malwa railway.
2,817	66,270	479	65,791	2nd half		
12,194	1,40,352	1,281	1,39,071	Total.		
28,820	53,363	149	53,214	1st half	XXIV	
29,994	91,113	1,175	89,938	2nd half		
58,814	1,44,476	1,324	1,43,152	Total.		
24,046	24,046	...	24,046	1st half	XXVI	
16,993	16,993	...	16,993	2nd half		
41,039	41,039	...	41,039	Total.		
11,139	13,523	...	13,523	1st half	XXX	
13,078	14,594	...	14,594	2nd half		
24,217	28,117	...	28,117	Total.		
...	...	...	296	1st half	XXXI	
			319	2nd half		
			615	Total.		
...	...	...	810	1st half	XXXII	
			4,304	2nd half		
			5,114	Total.		
4,13,125	17,44,180	21,036	17,35,560	1st half		
4,80,912	14,83,396	25,271	14,75,502	2nd half		
8,94,037	32,27,576	46,307	32,11,062	Total.		

APPENDIX.

STATISTICS OF INDIAN

SPECIAL AND MISCEL

Half-years ended the 30th June and the 31st December 1894. [From Abstract G of

Serial Number	Railway.	1894.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
	STANDARD GAUGE—*concld.*		₹	₹	₹	₹
	Brought forward STANDARD GAUGE	1st half	17,129	74,466	1,16,863	11,22,597
		2nd half	19,764	1,23,371	1,17,190	7,42,159
		Total	36,893	1,97,837	2,34,053	18,64,756
XXXIII	Rájpura-Bhátinda	1st half	Included with the North Western (state) railway			...
		2nd half				
		Total				
	TOTAL STANDARD GAUGE	1st half	17,129	74,466	1,16,863	11,22,597
		2nd half	19,764	1,23,371	1,17,190	7,42,159
		Total	36,893	1,97,837	2,34,053	18,64,756
	METRE GAUGE.					
XXXVII	Bengal and North-Western—					
	Tirhoot section	1st half	2,039	1,934	1,661	1,529
	Company's section	2nd half	998	191	1,815	1,319
		Total	3,037	2,125	3,476	2,848
XXXIX	Rajputana-Malwa	1st half	417	9,339	119	...
		2nd half	391	34,903	112	1,965
		Total	808	44,242	231	1,965
XL	Pálanpur-Déesa	1st half	Included with the Rajputana-Malwa railway			...
		2nd half				...
		Total				
XLI	Southern Mahratta	1st half	106	2,049	3,972	2,714
		2nd half	4,594	2,143	3,385	...
		Total	4,700	4,192	7,357	2,714
XLII	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway			...
		2nd half				
		Total				
XLIII	Southern Mahratta (Mysore section)	1st half				
		2nd half				
		Total				
XLIV	South Indian	1st half	874	3,298	4,775	6,600
		2nd half	268	3,926	12,947	3,822
		Total	1,142	7,224	17,722	10,422
XLV	Máyavaram-Mutupet	1st half	Included with the South Indian railway			...
		2nd half				
		Total				
XLVIII	Burma (state)	1st half	...	1,582	10,348	...
		2nd half	12	263	9,324	...
		Total	12	1,845	19,672	...
LI	Deoghur	1st half	Details not furnished.			
		2nd half				
		Total				
LII	Rohilkund and Kumaon (Company's section) (*a*)	1st half	839	268	58	724
		2nd half	504	192	26	1,144
		Total	1,343	460	84	1,868
LIII	Bengal Dooars	1st half	...	152	68	179
		2nd half	57	38	134	...
		Total	57	190	202	179
	TOTAL METRE GAUGE carried over	1st half	4,275	18,622	21,001	11,746
		2nd half	6,824	41,656	27,743	8,250
		Total (*d*)	11,099	60,278	48,744	19,996

A—*continued.*

RAILWAYS—(PART I)—*continued.*

LANEOUS EXPENDITURE—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

Other charges.	Total.	Deductions.	Net total.	1894.	Serial Number.	Remarks.
R	*R*	*R*	*R*			
4,13,125	17,44,180	21,036	17,35,560	1st half		
4,80,912	14,83,396	25,271	14,75,502	2nd half		
8,94,037	32,27,576	46,307	32,11,062	Total.		
...	...	...	7,319	1st half	XXXIII	
			9,785	2nd half		
			17,104	Total.		
4,13,125	17,44,180	21,036	17,42,879	1st half		
4,80,912	14,83,396	25,271	14,85,287	2nd half		
8,94,037	32,27,576	46,307	32,28,166	Total.		
39,705	46,868	...	46,868	1st half	XXXVII	
50,015	54,338	...	54,338	2nd half		
89,720	1,01,206	...	1,01,206	Total.		
59,147	69,022	1,213	67,809	1st half	XXXIX	
62,273	99,644	1,474	98,170	2nd half		
1,21,420	1,68,666	2,687	1,65,979	Total.		
...	...	...	99	1st half	XL	
			152	2nd half		
			251	Total.		
6,497	15,338	4,564	10,774	1st half	XLI	
18,521	28,643	17,974	10,669	2nd half		
25,018	43,981	22,538	21,443	Total.		
...	...	...	1,219	1st half	XLII	
			3,715	2nd half		
			4,934	Total.		
			2,722	1st half	XLIII	
			11,710	2nd half		
			14,432	Total.		
13,964	29,511	540	28,971	1st half	XLIV	
14,703	35,666	1,259	34,407	2nd half		
28,667	65,177	1,799	63,378	Total.		
...	...	...	2,968	1st half	XLV	
			6,696	2nd half		
			9,664	Total.		
25,351	37,281	...	37,281	1st half	XLVIII	
18,572	28,171	...	28,171	2nd half		
43,923	65,452	...	65,452	Total.		
...	167	...	167	1st half	LI	
				2nd half		
	167	...	167	Total.		
(*b*) 37,992	39,881	...	39,881	1st half	LII	
(*c*) 41,457	43,323	...	43,323	2nd half		
79,449	83,204	...	83,204	Total.		
...	399	...	399	1st half	LIII	
...	229	...	229	2nd half		
...	628	...	628	Total.		
1,82,656	2,38,300	6,317	2,38,991	1st half		
2,05,541	2,90,014	20,707	2,91,580	2nd half		
3,88,197	5,28,481	27,024	5,30,738	Total (*d*)		

(*a*) Including the Rohilkund and Kumaon railway (Lucknow-Bareilly section).

(*b*) Including R34,277 on account of cart-road service.

(*c*) Including R38,646 on account of cart-road service.

(*d*) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX
STATISTICS OF INDIAN
SPECIAL AND MISCEL

Half-years ended the 30th June and the 31st December 1894. [From Abstract G of

Serial Number.	Railway.	1894.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
	METRE GAUGE—*concld.*		₹.	₹	₹	₹
	Brought forward METRE GAUGE	1st half	4,275	18,622	21,001	11,746
		2nd half	6,824	41,656	27,743	8,250
		Total (*a*)	11,099	60,278	48,744	19,996
LIV	Dibru-Sadiya	1st half	659	136	36	...
		2nd half	625	29	36	...
		Total	1,284	165	72	...
LVII	The Gaekwar's Mehsána	1st half	Included with the Rajputana-Malwa railway.			...
		2nd half				
		Total				
LVIII	Kolhápur	1st half	Included with the Southern Mahratta railway.			...
		2nd half				
		Total				
LIX	Yesvantpur-Mysore frontier	1st half				
		2nd half				
		Total				
LX	Mysore-Nanjangúd	1st half				
		2nd half				
		Total				
LXI	Jodhpore-Bickaneer—					
	Jodhpore section	1st half	...	161	...	8,481
		2nd half	...	67	...	670
		Total	...	228	...	9,151
	Bickaneer section	1st half	...	37	...	...
		2nd half	...	...	...	...
		Total	...	37	...	...
LXII	Bhávnagar-Gondal-Junágarh-Porbandar	1st half	325	208	...	1,339
		2nd half	1,010	518	...	1,381
		Total	1,335	726	...	2,720
LXIII	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágarh-Porbandar railway.			
		2nd half				(*b*)3,688
		Total				3,688
	TOTAL METRE GAUGE	1st half	5,259	19,164	21,037	21,566
		2nd half	8,459	42,270	27,779	13,989
		Total (*a*)	13,718	61,434	48,816	35,555
	SPECIAL GAUGES.					
	Cherra-Companyganj (2′ 6″)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXVIII	Jorhát (2′ 0″)	1st half	...	14	...	...
		2nd half	...	6	45	...
		Total	...	20	45	...
LXIX	Darjeeling-Himalayan (2′ 0″)	1st half	1,331	61	2,439	...
		2nd half	775	72	4,428	...
		Total	2,106	133	6,867	...
LXX	The Gaekwar's Dabhoi (2′ 6″)	1st half	...	8	...	...
		2nd half	...	...	...	...
		Total	...	8	...	...
LXXII	Cooch Behar (2′ 6″)	1st half	...	—12	...	492
		2nd half	...	8	...	...
		Total	...	—4	...	492
LXXIII	Morvi (2′ 6″)	1st half	131	250	...	...
		2nd half	82	34	...	...
		Total	213	284	...	...
	TOTAL SPECIAL GAUGES	1st half	1,462	321	2,439	492
		2nd half	857	120	4,473	...
		Total	2,319	441	6,912	492
	TOTAL OF ALL GAUGES FOR THE YEAR		52,930	2,59,712	2,89,781	19,00,803

I—*continued.*

RAILWAYS—(PART I)—*continued.*

ANEOUS EXPENDITURE—*concluded.*

evenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

Other charges.	Total.	Deductions.	Net total.	1894.	Serial Number.	Remarks
₹	₹	₹	₹			
1,82,656	2,38,300	6,317	2,38,991	1st half		
2,05,541	2,90,014	20,707	2,91,580	2nd half		
3,88,197	5,28,481	27,024	5,30,738	Total (*a*)		
3	834	...	834	1st half	LIV	(*a*) Including the Deoghur railway, for which yearly figures are shown.
...	690	...	690	2nd half		
3	1,524	...	1,524	Total.		
...	...	...	1,114	1st half	LVII	
			1,322	2nd half		
			2,436	Total.		
...	...	...	260	1st half	LVIII	
			880	2nd half		
			1,140	Total.		
...	...	...	300	1st half	LIX	
			1,330	2nd half		
			1,630	Total.		
			62	1st half	LX	
			340	2nd half		
			402	Total.		
737	9,379	...	9,379	1st half	LXI	
860	1,597	...	1,597	2nd half		
1,597	10,976	...	10,976	Total.		
45	82	...	82	1st half		
50	50	...	50	2nd half		
95	132	...	132	Total.		
—26,059	—24,187	946	—25,133	1st half	LXII	
9,979	12,888	833	12,055	2nd half		
—16,080	—11,299	1,779	—13,078	Total.		
(*c*) 322	4,010	...	946	1st half	LXIII	(*b*) Represents the amount paid to the Bhávnagar-Gondal-Junágarh-Porbandar railway for use of rolling-stock.
			(*d*) 4,843	2nd half		(*c*) Expenditure incurred direct by the Jetalsar-Rájkot railway.
322	4,010	...	5,789	Total.		(*d*) Including ₹833 charged by the Bhávnagar-Gondal-Junágarh-Porbandar railway for working the line. The details are included with the figures of the former line.
1,57,382	2,24,408	7,263	2,26,834	1st half		
2,16,752	3,09,249	21,540	3,14,687	2nd half		
3,74,134	5,33,824	28,803	5,41,689	Total.(*a*)		
119	119	...	119	1st half		
120	120	...	120	2nd half		
239	239	...	239	Total.		
167	181	...	181	1st half	LXVIII	
219	270	...	270	2nd half		
386	451	...	451	Total.		
3,050	6,881	...	6,881	1st half	LXIX	
2,752	8,027	...	8,027	2nd half		
5,802	14,908	...	14,908	Total.		
...	8	...	8	1st half	LXX	
...	...	...	...	2nd half		
...	8	...	8	Total.		
...	480	...	480	1st half	LXXII	
213	221	...	221	2nd half		
213	701	...	701	Total.		
589	970	...	970	1st half	LXXIII	
349	465	...	465	2nd half		
938	1,435	...	1,435	Total.		
3,925	8,639	...	8,639	1st half		
3,653	9,103	...	9,103	2nd half		
7,578	17,742	...	17,742	Total.		
12,75,749	37,79,142	75,110	37,87,597			

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1894. [From No. XII of

Serial Number.	Railway.	1894.	LOCOMOTIVES. Total stock on the list.	LOCOMOTIVES. Average number laid by as spare or hired out.	LOCOMOTIVES. Average number constantly under repairs and renewals.	COACHING. Total stock on the list.	COACHING. Average number constantly under repairs and renewals.
	STANDARD GAUGE.						
I	East Indian	1st half	580	...	73·00	1,218	70·87
		2nd half	580	1·00	79·00	1,219	89·29
		Total and average.	580	0·50	76·00	1,219	80·08
II	Bengal-Nágpur	1st half	103	...	25·18	293	30·05
		2nd half	103	...	25·27	293	36·32
		Total and average.	103	...	25·22	293	33·18
III	Indian Midland	1st half	112	...	13·00	353	62·00
		2nd half	117	...	19·00	353	48·00
		Total and average.	117	...	16·00	353	55·00
V	Godhra-Rutlam	1st half, 2nd half, Total and average.	Worked by the Bombay, Baroda and Central India railway				...
X	North Western (state)	1st half	(*b*) 588	24·97	82·07	(*b*) 1,530	128·66
		2nd half	(*b*) 588	26·65	77·09	(*b*) 1,530	122·90
		Total and average.	588	25·81	79·58	1,530	125·78
XI	Hyderabad-Shadipalli	1st half, 2nd half, Total and average.	Worked by the North Western (state) railway			...	...
XII	Oudh and Rohilkhand (state)	1st half	157	7·00	23·48	471	80·63
		2nd half	156	1·73	25·11	471	80·69
		Total and average.	156	4·36	24·29	471	80·66
XIII	Eastern Bengal (state)	1st half	97	...	21·64	445	59·08
		2nd half	97	...	13·03	445	62·89
		Total and average.	97	...	17·34	445	60·98
XIV	Bengal Central	1st half, 2nd half, Total and average.	Worked by the Eastern Bengal (state) railway			...	...
XV	Calcutta Port Commissioners'	1st half	6	...	1·00	...	...
		2nd half	6	...	1·00	...	...
		Total and average.	6	...	1·00	...	...
XVI	East Coast (state)	1st half	36	...	11·01	80	2·22
		2nd half	38	...	6·17	117	9·73
		Total and average.	38	...	8·59	117	1·47
XXII	Great Indian Peninsula	1st half	605	...	151·00	1,086	132·00
		2nd half	605	...	166·00	1,126	130·00
		Total and average.	605	...	158·50	1,126	131·00
XXIII	Bombay, Baroda and Central India.	1st half	142	...	17·00	432	61·00
		2nd half	143	...	24·00	436	45·00
		Total and average.	143	...	20·50	436	53·00
XXIV	Madras	1st half	161	...	42·00	626	51·00
		2nd half	163	...	40·00	632	50·00
		Total and average.	163	...	41·00	632	50·50
XXX	The Nizam's Guaranteed State.	1st half	50	...	9·36	111	8·42
		2nd half	50	...	8·40	111	9·71
		Total and average.	50	...	8·88	111	9·06
XXXI	The Gaekwar's Petlád	1st half, 2nd half, Total and average.	Worked by the Bombay, Baroda and Central India railway				...
	TOTAL STANDARD GAUGE carried over.	1st half	2,637	31·97	469·74	6,645	685·93
		2nd half	2,646	29·38	484·07	6,733	675·53
		Total and average.	2,646	30·67	476·90	6,733	680·73

A—*continued.*

RAILWAYS—(PART I)—*continued.*

ROLLING-STOCK.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

VEHICLES.						1894.	Serial Number.	Remarks.
Goods.		Brake-vans.		Total.				
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
8,965	424·84	341	24·21	10,524	519·92	1st half	I	
9,019	442·86	341	32·83	10,579	564·98	2nd half		
9,019	433·85	341	28·52	10,579	542·45	Total and average.		
3,415	125·98	123	10·05	3,831	166·08	1st half	II	(a) Including 50 composites (brake-vans and 3rd class) and 4 construction brake-vans.
3,415	417·55	123	11·52	3,831	465·39	2nd half		(b) Excluding 12 coaching vehicles belonging to the Ferozepore tramway, and 15 engines, 8 coaching and 51 goods vehicles belonging to the metre gauge line.
3,415	271·76	123	10·78	3,831	315·73	Total and average.		
2,118	127·00	(a) 114	6·00	2,585	195·00	1st half	III	
2,068	134·00	(a) 126	28·30	2,547	210·00	2nd half		
2,068	130·50	126	17·00	2,547	202·50	Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.	V	
(b) 10,107	535·99	(b) 511	32·97	(b) 12,148	697·62	1st half	X	
(b) 10,107	525·08	(b) 511	27·54	(b) 12,148	675·52	2nd half		
10,107	530·54	511	30·25	12,148	686·57	Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.	XI	
4,374	373·20	120	22·48	4,965	476·31	1st half	XII	
4,377	339·65	120	23·98	4,968	444·32	2nd half		
4,377	356·42	120	23·23	4,968	460·31	Total and average.		
2,072	187·79	63	5·30	2,580	252·17	1st half	XIII	
2,072	118·20	63	6·20	2,580	187·29	2nd half		
2,072	153·00	63	5·75	2,580	219·73	Total and average		
...	...	...	...	...	...	1st half 2nd half Total and average.	XIV	
172	6·00	...	...	172	6·00	1st half	XV	
172	2·00	...	...	172	2·00	2nd half		
172	4·00	...	...	172	4·00	Total and average.		
825	6·21	20	0·69	925	9·12	1st half	XVI	
834	12·98	27	1·14	978	14·85	2nd half		
834	9·59	27	0·92	978	11·99	Total and average.		
7,960	504·00	(c) 589	41·00	9,635	677·00	1st half	XXII	(c) Including 81 composite (brake-vans and 3rd class).
7,920	518·00	(c) 589	52·00	9,635	700·00	2nd half		
7,920	511·00	589	46·50	9,635	688·50	Total and average.		
3,769	209·00	94	10·00	4,295	280·00	1st half	XXIII	
3,994	186·00	94	9·00	4,524	240·00	2nd half		
3,994	197·50	94	9·50	4,524	260·00	Total and average.		
2,651	169·00	170	20·00	3,447	240·00	1st half	XXIV	
2,730	123·00	172	15·00	3,534	188·00	2nd half		
2,730	146·00	172	17·50	3,534	214·00	Total and average.		
735	13·08	41	2·75	887	24·25	1st half	XXX	
735	12·68	41	3·30	887	25·69	2nd half		
735	12·88	41	3·03	887	24·97	Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.	XXXI	
47,163	2,682·09	2,186	175·45	55,998	3,543·47	1st half		
47,443	2,832·00	2,207	210·51	56,383	3,718·04	2nd half		
47,443	2,757·04	2,207	192·98	56,383	3,630·75	Total and average.		

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1894. [From No. XII of

Serial Number.	Railway.	1894.	Locomotives. Total stock on the list.	Locomotives. Average number laid by as spare or hired out.	Locomotives. Average number constantly under repairs and renewals.	Coaching. Total stock on the list.	Coaching. Average number constantly under repairs and renewals.
	STANDARD GAUGE—*concld.*						
	Brought forward STANDARD GAUGE	1st half	2,637	31·97	469·74	6,645	685·93
		2nd half	2,646	29·38	484·07	6,733	675·53
		Total and average.	2,646	30·67	476 90	6,733	680·73
XXXII	Kolar Gold-fields	1st half	Worked by the Madras railway.			...	...
		2nd half					
		Total and average.					
XXXIII	Rájpura-Bhátinda	1st half	Worked by the North Western (state) railway			...	...
		2nd half					
		Total and average.					
	TOTAL STANDARD GAUGE	1st half	2,637	31·97	469·74	6,645	685·93
		2nd half	2,646	29·38	484·07	6,733	675·53
		Total and average.	2,646	30·67	476·90	6,733	680·73
	METRE GAUGE.						
XXXVII	Bengal and North-Western—						
	Tirhoot section	1st half	100	...	17·20	346	31·81
	Company's section	2nd half	100	...	19·13	350	46·49
		Total and average.	100	...	18·16	350	39·15
XXXVIII	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half	Worked by the Rohilkund and Kumaon railway (Company's section)				...
		2nd half					
		Total and average.					
XXXIX	Rajputana-Malwa	1st half	424	...	61·23	1,301	106·99
		2nd half	440	...	71·65	1,279	109·86
		Total and average.	440		66·44	1,279	108·42
XL	Pálanpur-Deesa	1st half	Worked by the Rajputana-Malwa railway			...	...
		2nd half					
		Total and average.					
XLI	Southern Mahratta	1st half	179	3·00	57·53	553	67·44
		2nd half	179	3·00	62·71	570	84·36
		Total and average	179	3·00	60·12	570	75·90
XLII	Guntakal-Mysore frontier	1st half	Worked by the Southern Mahratta railway			...	...
		2nd half					
		Total and average.					
XLIII	Southern Mahratta (Mysore section).	1st half	42	3·00	11·30	162	14·04
		2nd half	42	3·00	14·54	162	22·30
		Total and average.	42	3·00	12·92	162	18·17
XLIV	South Indian	1st half	204	...	33·86	834	117·07
		2nd half	204	1·00	36·79	852	127·08
		Total and average.	204	0·50	35·33	852	122·07
XLV	Máyavaram-Mutupet	1st half	Worked by the South Indian railway			...	...
		2nd half					
		Total and average.					
XLVII	Eastern Bengal (state)—						
	Northern and Behar sections (including the Kaunia-Dharlla 2′ 6″ gauge branch).	1st half	89	10·39	17·13	352	51·39
		2nd half	89	6·63	17·68	355	40·44
	Dacca section	Total and average.	89	8·51	17·41	355	45·92
XLVIII	Burma (state)	1st half	120	8·00	12·20	598	107·19
		2nd half	121	19·00	19·84	598	97·63
		Total and average.	121	13·50	16·02	598	102·41
LI	Deoghur	1st half	3	...	...	10	...
		2nd half					
		Total and average.					
LII	Rohilkund and Kumaon (Company's section).	1st half	27	1·00	3·00	148	14·16
		2nd half	27	1·00	4·09	148	13·51
		Total and average.	27	1·00	3·54	148	13·84
LIII	Bengal-Dooars	1st half	4	...	1·00	19	...
		2nd half	4	...	1·00	19	...
		Total and average.	4	...	1·00	19	...
	TOTAL METRE GAUGE carried over	1st half	1,189	25·39	214·45	4,313	510·09
		2nd half	1,206	33·63	247·43	4,333	541·67
		Total and average. (*f*)	1,209	29·51	230·92	4,343	525·88

A—*continued.*

RAILWAYS—(PART I)—*continued.*

ROLLING-STOCK—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

VEHICLES.						1894.	Serial Number.	Remarks.
Goods.		Brake-vans.		Total.				
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
47,163	2,682·09	2,186	175·45	55,994	3,543·47	1st half		
47,443	2,832·09	2,207	210·51	56,383	3,718·04	2nd half		
47,443	2,757·04	2,207	192·98	56,383	3,630·75	Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.	XXXII	
...	...	...	...	...	...	1st half 2nd half Total and average.	XXXIII	
47,163	2,682·09	2,186	175·45	55,994	3,543·47	1st half		
47,443	2,832·00	2,207	210·51	56,383	3,718·04	2nd half		
47,443	2,757·04	2,207	192·98	56,383	3,630·75	Total and average.		
2,652	92·99	67	6·00	3,065	130·80	1st half	XXXVII	
2,652	129·28	67	9·25	3,069	185·02	2nd half		
2,652	111·13	67	7·63	3,099	157·91	Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.	XXXVIII	
7,245	311·63	(*a*)282	21·29	8,828	439·91			
7,220	304·49	(*a*) 282	20·10	8,781	431·45	1st half	XXXIX	(*a*) Including 16 composites (brake-vans and postal).
7,220	308·06	282	20·70	8,781	437·18	2nd half Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.	XL	
4,009	251·65	(*b*) 158	16·36	4,720	335·45			
4,009	297·61	(*b*) 141	21·90	4,720	403·87	1st half 2nd half	XLI	(*b*) Including 119 composites (brake-vans and 3rd class).
4,009	274·63	141	19·13	4,720	369·66	Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.	XLII	
695	19·54	(*c*) 30	2·90	887	30·48	1st half	XLIII	(*c*) Composites (brake-vans and 3rd class).
695	25·55	(*c*) 30	4·45	887	52·30	2nd half		
695	22·55	30	3·67	887	44·39	Total and average.		
3,320	241·79	(*d*) 60	9·27	4,214	368·13	1st half	XLIV	(*d*) Including 8 composites (brake-vans and 3rd class).
3,320	312·00	(*d*) 60	3·02	4,232	442·10	2nd half		
3,320	276·90	60	6·14	4,232	405·11	Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.	XLV	
2,210	170·37	60	12·71	2,622	234·47	1st half	XLVII	
2,210	136·53	60	11·07	2,625	183·04	2nd half		
2,210	153·45	60	11·89	2,625	211·26	Total and average.		
3,242	130·82	128	6·56	3,968	244·57	1st half	XLVIII	
3,247	237·77	124	16·66	3,969	352·06	2nd half		
3,247	184·29	124	11·61	3,969	298·31	Total and average.		
8	...	2	...	20	...	1st half 2nd half Total and average.	LI	
665	35·34	(*e*) 27	1·89	840	51·39	1st half	LII	(*e*) Including 18 composites (brake-vans and postal).
665	29·30	(*e*) 27	1·33	840	44·14	2nd half		
665	32·32	27	1·61	840	47·77	Total and average.		
61	...	5	...	85	...	1st half	LIII	
81	...	5	...	105	...	2nd half		(*f*) Including the Deoghur railway, for which yearly figures are shown.
81	...	5	...	105	...	Total and average.		
24,099	1,254·13	817	76·98	29,220	1,841·20	1st half		
24,099	1,472·53	796	87·78	29,228	2,101·98	2nd half		
24,107	1,363·33	798	82·38	29,248	1,971·59	Total and average. (*f*)		

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1894. [From No. XII of

Serial Number.	Railway.	1894.	LOCOMOTIVES. Total stock on the list.	LOCOMOTIVES. Average number laid by as spare or hired out.	LOCOMOTIVES. Average number constantly under repairs and renewals.	COACHING. Total stock on the list.	COACHING. Average number constantly under repairs and renewals.
	METRE GAUGE—*concld.*						
	Brought forward METRE GAUGE	1st half	1,189	25·39	214·45	4,313	510·09
		2nd half	1,206	33·63	247·43	4,333	541·67
		Total and average (a)	1,209	29·51	230·92	4,343	525·88
LIV	Dibru-Sadiya	1st half	18	...	3·74	24	3·84
		2nd half	18	...	3·75	28	1·80
		Total and average	18	...	3·75	28	2·82
LVII	The Gaekwar's Mehsána	1st half, 2nd half, Total and average	Worked by the Rajputana-Malwa railway			...	...
LVIII	Kolhápur	1st half, 2nd half, Total and average	Worked by the Southern Mahratta railway			...	...
LIX	Yesvantpur-Mysore frontier	1st half, 2nd half, Total and average					
LX	Mysore-Nanjangúd	1st half, 2nd half, Total and average					
LXI	Jodhpore-Bickaneer—						
	Jodhpore section	1st half	17	...	2·23	69	2·59
		2nd half	17	...	4·33	69	2·19
		Total and average	17	...	3·28	69	2·39
	Bickaneer section	1st half, 2nd half, Total and average	Worked by the Jodhpore-Bickaneer railway (Jodhpore section)				...
LXII	Bhávnagar-Gondal-Junágarh-Porbandar.	1st half	33	...	6·11	186	17·84
		2nd half	33	...	7·75	186	19·21
		Total and average	33	...	6·93	186	18·52
LXIII	Jetalsar-Rájkot	1st half, 2nd half, Total and average	Worked by the Bhávnagar-Gondal-Junágarh-Porbandar railway				...
	TOTAL METRE GAUGE	1st half	1,257	25·39	226·53	4,592	534·36
		2nd half	1,274	33·63	263·26	4,616	564·87
		Total and average (a)	1,274	29·51	244·88	4,626	549·61
	SPECIAL GAUGES.						
	Cherra-Companyganj (2′ 6″)	1st half	4	...	0·53	4	0·17
		2nd half	4	...	0·53	4	0·17
		Total and average	4	...	0·53	4	0·17
LXVIII	Jorhát (2′ 0″)	1st half	7	...	1·30	10	0·46
		2nd half	7	...	0·94	10	0·74
		Total and average	7	...	1·12	10	0·60
LXIX	Darjeeling-Himalayan (2′ 0″)	1st half	18	...	1·00	61	4·00
		2nd half	14	...	1·00	61	4·00
		Total and average	14	...	1·00	61	4·00
LXX	The Gaekwar's Dabhoi (2′ 6″)	1st half	8	...	...	29	3·00
		2nd half	8	...	...	29	3·00
		Total and average	8	...	...	29	3·00
LXXII	Cooch Behar (2′ 6″)	1st half	3	...	...	9	0·04
		2nd half	3	...	0·54	9	1·70
		Total and average	3		0·27	9	0·87
LXXIII	Morvi (2′ 6″)	1st half	12	...	2·50	33	4·00
		2nd half	12	...	0·50	36	3·68
		Total and average	12	...	1·50	36	3·84
	TOTAL SPECIAL GAUGES	1st half	52	...	5·33	146	11·67
		2nd half	48	...	3·51	149	13·29
		Total and average	48 D	...	4·42	149	12·48
	TOTAL AND AVERAGE OF ALL GAUGES FOR THE YEAR.	...	3,968	60·28	725·37	11,508	1,242·82

A—*continued.*

RAILWAYS (PART I)—*continued.*

ROLLING-STOCK—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

VEHICLES.						1894.	Serial Number.	Remarks.
Goods.		Brake-vans.		Total.				
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
24,099	1,254·13	817	76·98	29,229	1,841·20	1st half		(a) Including the Deoghur railway, for which yearly figures are shown.
24,099	1,472·53	796	87·78	29,228	2,101·98	2nd half		
24,107	1,363·33	798	82·38	29,248	1,971·59	Total and average (a)		
665	27·76	(b)18	2·01	707	33·61	1st half	LIV	(b) Including 6 composites (brake-vans and postal).
690	51·20	(b)18	1·50	736	54·50	2nd half		
690	39·48	18	1·75	736	44·05	Total and average		
...	...	...	...	...	...	1st half	LVII	
						2nd half		
						Total and average		
...	...	...	...	...	...	1st half	LVIII	
						2nd half		
						Total and average		
						1st half	LIX	
						2nd half		
						Total and average		
						1st half	LX	
						2nd half		
						Total and average		
220	3·23	8	0·01	297	5·83	1st half	LXI	
220	0·44	12	0·26	301	2·89	2nd half		
220	1·83	12	0·14	301	4·36	Total and average		
...	...	...	...	...	...	1st half		
						2nd half		
						Total and average		
898	33·11	37	5·60	1,121	56·55	1st half	LXII	
898	38·19	37	4·64	1,121	62·04	2nd half		
898	35·65	37	5·12	1,121	59·29	Total and average		
...	...	...	...	...	...	1st half	LXIII	
						2nd half		
						Total and average		
25,882	1,318·23	880	84·60	31,354	1,937·19	1st half		
25,907	1,562·36	863	94·78	31,386	2,221·45	2nd half		
25,915	1,440·29	865	89·39	31,406	2,079·29	Total and average (a)		
120	4·27	...	...	124	4·44	1st half		
120	5·53	...	...	124	5·70	2nd half		
120	4·90	...	...	124	5·07	Total and average		
82	7·34	...	...	92	7·80	1st half	LXVIII	
82	9·98	...	...	92	10·72	2nd half		
82	8·66	...	...	92	9·26	Total and average		
188	6·00	...	...	249	10·00	1st half	LXIX	
188	...	...	...	249	4·00	2nd half		
188	3·00	...	...	249	7·00	Total and average		
216	1·00	6	...	251	4·00	1st half	LXX	
216	1·00	6	...	251	4·00	2nd half		
216	1·00	6	...	251	4·00	Total and average		
21	1·00	(c)4	0·38	34	1·42	1st half	LXXII	(c) Third class and brake-vans.
21	1·05	(c)4	0·68	34	3·43	2nd half		
21	1·02	4	0·53	34	2·42	Total and average		
105	2·00	6	1·09	144	7·00	1st half	LXXIII	
115	3·44	6	0·35	157	7·47	2nd half		
115	2·72	6	0·67	157	7·23	Total and average		
732	21·61	16	1·38	894	34·66	1st half		
742	21·00	16	1·03	907	35·32	2nd half		
742	21·30	16	1·20	907	34·98	Total and average		
74,100	4,218·63	3,088	283·57	88,696	5,745·02	...		

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1894. [From No. XIV

Serial Number.	Railway.	1894.	Train-miles.			
			Passengers.	Goods.	Mixed.	Light.
	Standard gauge.					
I	East Indian	1st half	780,518	2,865,339	1,707,074	259,408
		2nd half	740,199	2,556,949	1,767,076	238,918
		Total	1,520,717	5,422,288	3,474,150	498,326
II	Bengal-Nágpur	1st half	1,269	336,684	544,474	1,278
		2nd half	2,931	160,303	555,094	5,576
		Total	4,200	496,987	1,099,568	6,854
III	Indian Midland	1st half	206,134	293,485	301,369	25,047
		2nd half	210,082	215,770	285,770	16,274
		Total	416,216	509,255	587,139	41,321
V	Godhra-Ratlam	1st half	40	1,409	13,594	...
		2nd half	Details not furnished.		...	...
		Total	40	1,409	13,594	...
X	North Western (state)	1st half	1,047,010	2,543,764	1,030,935	114,268
		2nd half	1,036,961	2,189,098	1,065,830	122,168
		Total	2,083,971	4,732,862	2,096,765	236,436
XI	Hyderabad-Shadipalli	1st half	...	12,073	25,993	72
		2nd half	...	4,268	22,143	59
		Total	...	16,341	48,136	131
XII	Oudh and Rohilkhand (state)	1st half	222,606	458,386	783,454	28,487
		2nd half	219,548	508,152	803,752	37,168
		Total	442,154	966,538	1,587,206	65,655
XIII	Eastern Bengal (state)	1st half	265,753	232,363	241,443	10,507
		2nd half	269,067	440,501	241,516	6,987
		Total	534,820	672,864	482,959	17,494
XIV	Bengal Central	1st half	23,721	794	122,945	556
		2nd half	25,317	8,736	123,306	251
		Total	49,038	9,530	246,251	807
XV	Calcutta Port Commissioners'	1st half	Information not furnished.			
		2nd half				
		Total				
XVI	East Coast (state)	1st half	492	84,646	167,409	4,079
		2nd half	1,930	71,354	189,395	3,224
		Total	2,422	156,000	356,804	7,303
XXII	Great Indian Peninsula (c)	1st half	1,468,377	3,132,886	549,044	129,834
		2nd half	1,517,087	1,719,979	550,199	106,690
		Total	2,985,464	4,852,865	1,099,243	236,524
XXIII	Bombay, Baroda and Central India	1st half	490,196	608,100	251,500	626
		2nd half	535,346	334,774	241,437	1,402
		Total	1,025,842	942,874	492,937	2,028
XXIV	Madras (d)	1st half	446,877	155,830	657,591	26,655
		2nd half	453,715	102,745	674,954	20,496
		Total	900,592	258,575	1,332,545	47,151
XXX	The Nizam's Guaranteed State	1st half	46,163	53,543	226,719	723
		2nd half	46,020	66,660	231,172	1,356
		Total	92,183	120,203	457,891	2,079
XXXI	The Gaekwar's Petlád	1st half	...	...	9,593	...
		2nd half	199	...	9,752	13
		Total	199	...	19,345	13
	Total standard gauge carried over	1st half	4,999,456	10,779,302	6,633,137	601,540
		2nd half	5,058,402	8,379,289	6,761,396	560,582
		Total	10,057,858	19,158,591	13,394,533	1,162,122

A– *continued.*

RAILWAYS—(PART I)—*continued.*

TRAIN-MILEAGE.

of Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

Train-miles after apportioning mixed and light mileage.		Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1894.	Serial Number.	Remarks.
Coaching.	Goods.						
2,224,238	3,388,101	5,612,339	1,011,408	6,623,747	1st half	I	
2,214,738	3,088,404	5,303,142	940,153	6,243,295	2nd half		
4,438,976	6,476,505	10,915,481	1,951,561	12,867,042	Total		
215,282	668,423	883,705	106,061	989,766	1st half	II	
233,832	490,072	723,904	86,921	810,825	2nd half		
449,114	1,158,495	1,607,609	192,982	1,800,591	Total		
344,410	481,625	826,035	77,073	903,108	1st half	III	
348,676	379,220	727,896	70,175	798,071	2nd half		
693,086	860,845	1,553,931	147,248	1,701,179	Total		
4,785	10,258	(a) 15,043	3,347	18,390	1st half	V	(a) Excluding 61,638 miles run by contractors' trains on unopen line.
...	...	49,908	9,150	59,058	2nd half		
4,785	10,258	64,951	12,497	77,448	Total		
1,689,686	3,046,291	4,735,977	521,069	5,257,046	1st half	X	
1,712,271	2,701,786	4,414,057	523,291	4,937,348	2nd half		
3,401,957	5,748,077	9,150,034	1,044,360	10,194,394	Total		
11,656	26,482	38,138	4,003	42,141	1st half	XI	
13,347	13,123	26,470	1,459	27,929	2nd half		
25,003	39,605	64,608	5,462	70,070	Total		
582,096	910,837	1,492,933	241,435	1,734,368	1st half	XII	
612,502	956,118	1,568,620	274,561	1,843,181	2nd half		
1,194,598	1,866,955	3,061,553	515,996	3,577,549	Total		
430,267	319,799	750,066	262,746	1,012,812	1st half	XIII	
433,540	524,531	958,071	298,635	1,256,706	2nd half		
863,807	844,330	1,708,137	561,381	2,269,518	Total		
98,925	49,091	148,016	19,760	167,776	1st half	XIV	(b) Excluding 2,112 miles run for ballast trains.
97,967	59,643	(b) 157,610	23,455	181,065	2nd half		
196,892	108,734	305,626	43,215	348,841	Total		
					1st half	XV	
					2nd half		
					Total		
103,586	153,040	256,626	54,946	311,572	1st half	XVI	
107,035	158,868	265,903	50,901	316,804	2nd half		
210,621	311,908	522,529	105,847	628,376	Total		
1,826,491	3,453,650	5,280,141	730,899	6,011,040	1st half	XXII	(c) Including the train-mileage (329,983 miles) of Foreign Lines worked by the Company.
1,900,362	1,993,593	3,893,955	540,486	4,434,441	2nd half		
3,726,853	5,447,243	9,174,096	1,271,385	10,445,481	Total		
578,860	771,862	1,350,722	202,167	1,552,889	1st half	XXIII	
633,981	478,978	1,112,959	138,804	1,251,763	2nd half		
1,212,841	1,250,840	2,463,681	340,971	2,804,652	Total		
655,044	631,309	1,286,953	216,556	1,503,509	1st half	XXIV	(d) Including the Kolar Gold-fields railway.
657,415	594,495	1,251,910	224,211	1,476,121	2nd half		
1,313,059	1,225,804	2,538,863	440,767	2,979,630	Total		
117,585	209,563	327,148	52,043	379,191	1st half	XXX	
116,062	229,146	345,208	48,767	393,975	2nd half		
233,647	438,709	672,356	100,810	773,166	Total		
6,282	3,311	9,593	3,576	13,169	1st half	XXXI	
7,625	2,339	9,964	3,066	13,030	2nd half		
13,907	5,650	19,557	6,642	26,199	Total		
8,889,793	14,123,642	23,013,435	3,507,089	26,520,524	1st half		
9,089,353	11,670,316	20,809,377	3,234,035	24,043,612	2nd half		
17,979,146	25,793,958	43,823,012	6,741,124	50,564,136	Total		

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1894. [From No. XIV

Serial Number.	Railway.	1894.	Train-miles. Passengers.	Goods.	Mixed.	Light.
	Standard gauge—*concld.*					
	Brought forward standard gauge	1st half	4,999,456	10,779,302	6,633,137	601,540
		2nd half	5,058,402	8,379,289	6,761,396	560,582
		Total .	10,057,858	19,158,591	13,394,533	1,162,122
XXXIII	Rájpura-Bhátinda	1st half	1,091	35,887	83,712	4,566
		2nd half	990	72,332	85,100	5,908
		Total .	2,081	108,219	168,812	10,474
	Total standard gauge .	1st half	5,000,547	10,815,189	6,716,849	606,106
		2nd half	5,059,392	8,451,621	6,846,496	566,490
		Total .	10,059,939	19,266,810	13,563,345	1,172,596
	Metre gauge.					
XXXVII	Bengal and North-Western—					
	Tirhoot section	1st half	6,718	126,706	726,371	16,293
	Company's section	2nd half	7,885	59,715	731,996	13,591
		Total .	14,603	186,421	1,458,367	29,884
XXXVIII	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half	Included with the Rohilkund and Kumaon railway (Company's section).			
		2nd half				
		Total .				
XXXIX	Rajputana-Malwa (*a*)	1st half	361,658	2,298,346	1,162,967	89,241
		2nd half	365,884	1,602,176	1,196,971	64,833
		Total .	727,542	3,900,522	2,359,938	154,074
XL	Pálanpur-Deesa	1st half	85	2,503	6,154	17
		2nd half	34	263	6,222	17
		Total .	119	2,766	12,376	34
XLI	Southern Mahratta	1st half	212,585	411,321	604,335	14,570
		2nd half	164,033	189,657	691,605	11,798
		Total .	376,618	600,978	1,295,940	26,368
XLII	Guntakal-Mysore frontier . . .	1st half	835	8,727	85,621	505
		2nd half	4,651	1,485	83,496	1,177
		Total .	5,486	10,212	169,117	1,682
XLIII	Southern Mahratta (Mysore section) .	1st half	111,655	80,913	113,808	3,018
		2nd half	59,178	51,203	171,376	1,685
		Total .	170,833	132,116	285,184	4,703
XLIV	South Indian	1st half	457,868	520,310	519,458	30,647
		2nd half	466,348	568,385	555,359	33,832
		Total .	924,216	1,088,695	1,074,817	64,479
XLV	Máyavaram-Mutupet	1st half	...	12,123	22,847	147
		2nd half	...	7,809	53,075	158
		Total .	...	19,932	75,922	305
XLVII	Eastern Bengal (state)—					
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	1st half	131,015	214,426	414,620	5,187
	Dacca section	2nd half	132,544	255,658	438,906	5,128
		Total .	263,559	470,084	853,526	10,315
XLVIII	Burma (state)	1st half	221,168	297,395	481,641	32,477
		2nd half	224,692	112,958	487,647	21,432
		Total .	445,860	410,353	969,288	53,909
LI	Deoghur	1st half	Details not furnished.		...	...
		2nd half				
		Total .				
LII	Rohilkund and Kumaon (Company's section).	1st half	...	74,163	185,858	4,505
		2nd half	...	83,379	177,839	6,942
		Total .	...	157,542	363,697	11,447
LIII	Bengal Dooars	1st half	198	11,042	9,850	...
		2nd half	...	4,066	23,663	1,658
		Total .	198	15,108	33,513	1,658
	Total metre gauge carried over .	1st half	1,503,785	4,057,975	4,333,530	196,607
		2nd half	1,425,249	2,936,754	4,618,155	162,251
		Total (*b*)	2,929,034	6,994,729	8,951,685	358,858

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TRAIN-MILEAGE—*continued.*

of Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

Train-miles after apportioning mixed and light mileage.		Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1894.	Serial Number.	Remarks.
Coaching.	Goods.						
8,889,793	14,123,642	23,013,435	3,507,089	26,520,524	1st half		
9,089,353	11,670,316	20,809,577	3,234,035	24,043,612	2nd half		
17,979,146	25,793,958	43,823,012	6,741,124	50,564,136	Total		
40,948	84,308	125,256	14,745	140,001	1st half	XXXIII	
41,914	122,416	164,330	22,479	186,809	2nd half		
82,862	206,724	289,586	37,224	326,810	Total		
8,930,741	14,207,950	23,138,691	3,521,834	26,660,525	1st half		
9,131,267	11,792,732	20,973,907	3,256,514	24,230,421	2nd half		
18,062,008	26,000,682	44,112,598	6,778,348	50,890,946	Total		
364,995	511,093	876,088	166,542	1,042,630	1st half	XXXVII	
406,581	406,606	813,187	156,335	969,522	2nd half		
771,576	917,699	1,689,275	322,877	2,012,152	Total		
...	....	...	...	...	1st half	XXXVIII	
					2nd half		
					Total		
1,069,854	2,842,358	3,912,212	441,265	4,353,477	1st half	XXXIX	(a) Including the Godhra-Rutlam (standard gauge) railway, except in the case of total "train-mileage," "assisting, shunting, and miscellaneous mileage" and "total engine-mileage."
1,089,831	2,140,033	3,179,956	443,267	3,623,223	2nd half		
2,159,685	4,982,391	7,092,168	884,532	7,976,700	Total		
3,086	5,673	8,759	1,297	10,056	1st half	XL	
4,155	2,381	6,536	1,440	7,976	2nd half		
7,241	8,054	15,295	2,737	18,032	Total		
429,730	813,081	1,242,811	136,319	1,379,130	1st half	XLI	
438,424	618,669	1,057,093	85,740	1,142,833	2nd half		
868,154	1,431,750	2,299,904	222,059	2,521,963	Total		
35,256	60,432	95,688	1,059	96,747	1st half	XLII	
41,287	49,522	90,809	1,852	92,661	2nd half		
76,543	109,954	186,497	2,911	189,408	Total		
156,940	152,454	309,394	29,051	338,445	1st half	XLIII	
142,721	140,721	283,442	25,879	309,321	2nd half		
299,661	293,175	592,836	54,930	647,766	Total		
724,466	803,817	1,528,283	275,683	1,803,966	1st half	XLIV	
758,713	865,211	1,623,924	290,792	1,914,716	2nd half		
1,483,179	1,669,028	3,152,207	566,475	3,718,682	Total		
17,891	17,226	35,117	4,597	39,714	1st half	XLV	
38,943	22,099	61,042	7,856	68,898	2nd half		
56,834	39,325	96,159	12,453	108,612	Total		
332,369	432,879	765,248	162,563	927,811	1st half	XLVII	
351,941	480,295	832,236	186,653	1,018,889	2nd half		
684,310	913,174	1,597,484	349,216	1,946,700	Total		
471,176	561,505	1,032,681	179,118	1,211,799	1st half	XLVIII	
449,750	396,979	846,729	157,285	1,004,014	2nd half		
920,926	958,484	1,879,410	336,403	2,215,813	Total		
...	...	13,902	...	13,902	1st half	LI	
					2nd half		
		13,902	...	13,902	Total		
85,359	179,167	264,526	63,656	328,182	1st half	LII	
87,128	181,032	268,160	61,666	329,826	2nd half		
172,487	360,199	532,686	125,322	658,008	Total		
5,605	15,485	21,090	4,060	25,150	1st half	LIII	(b) Including the Deoghur railway, for which yearly figures are shown.
16,286	13,101	29,387	2,900	32,287	2nd half		
21,891	28,586	50,477	6,960	57,437	Total		
3,696,727	6,395,170	10,091,897	1,465,210	11,557,107	1st half		
3,825,760	5,316,649	9,092,501	1,421,665	10,514,166	2nd half		
7,522,487	11,711,819	19,198,300	2,886,875	22,085,175	Total (*b*)		

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1894. [From No. XIV

Serial Number.	Railway.	1894.	Train-miles. Passengers.	Goods.	Mixed.	Light.
	Metre gauge—*concld.*					
	Brought forward metre gauge	1st half	1,503,785	4,057,975	4,333,530	196,607
		2nd half	1,425,249	2,936,754	4,618,155	162,251
		Total .	2,929,034	6,994,729	8,951,685	358,858
		(a)				
LIV	Dibru-Sadiya	1st half	....	39,466	56,521	...
		2nd half	...	31,446	56,983	...
		Total .	...	70,912	113,504	...
LVII	The Gaekwar's Mehsána . . .	1st half	128	32,867	34,406	264
		2nd half	211	9,931	41,107	148
		Total .	339	42,798	75,513	412
LVIII	Kolhápur	1st half	2,779	2,927	19,273	...
		2nd half	5,265	1,510	16,321	...
		Total .	8,044	4,437	35,594	...
LIX	Yesvantpur-Mysore frontier .	1st half	2,916	5,165	34,640	140
		2nd half	5,613	3,371	32,599	927
		Total .	8,529	8,536	67,239	1,067
LX	Mysore-Nanjangúd	1st half	7,575	...	3,285	...
		2nd half	8,385	...	3,069	45
		Total .	15,960	...	6,345	45
LXI	Jodhpore-Bickaneer—					
	Jodhpore section	1st half	635	43,071	139,101	439
		2nd half	377	7,466	141,090	461
		Total .	1,012	50,537	280,191	900
	Bickaneer section	1st half	87	...	15,747	43
		2nd half	...	...	16,008	87
		Total .	87	...	31,755	130
LXII	Bhávnagar-Gondal-Junágarh-Porbandar	1st half	40,511	107,292	163,750	3,795
		2nd half	42,418	39,531	130,672	6,165
		Total .	82,929	146,823	294,422	9,960
LXIII	Jetalsar-Rájkot	1st half	724	1,782	16,422	638
		2nd half	5,038	450	16,606	536
		Total .	5,762	2,232	33,028	1,174
	Total metre gauge . . .	1st half	1,559,140	4,290,545	4,816,675	201,926
		2nd half	1,492,556	3,030,459	5,072,691	170,620
		Total .	3,051,696	7,321,004	9,889,276	372,546
	Special gauges.					
		(a)				
	Cherra-Companygani (2′ 6″) . .	1st half	37	...	6,968	...
		2nd half	14	...	7,022	...
		Total .	51	...	13,990	...
LXVIII	Jorhát (2′ 0″)	1st half	1,343	30	10,393	...
		2nd half	1,137	207	9,869	10
		Total .	2,480	237	20,262	10
LXIX	Darjeeling-Himalayan (2′ 0″) .	1st half	19,089	55,042	...	...
		2nd half	18,889	42,903	...	...
		Total .	37,978	97,945	...	...
LXX	The Gaekwar's Dabhoi (2′ 6″) .	1st half	2,583	21,675	25,973	60
		2nd half	873	5,310	25,588	260
		Total .	3,456	26,985	51,561	320
LXXII	Cooch Behar (2′ 6″)	1st half	...	2,614	5,410	...
		2nd half	...	...	8,204	...
		Total .	...	2,614	13,614	...
LXXIII	Morvi (2′ 6″)	1st half	33,704	11,018	31,366	...
		2nd half	33,666	2,037	32,550	...
		Total .	67,370	13,055	63,916	...
	Total special gauges . .	1st half	56,756	90,379	80,110	60
		2nd half	54,579	50,457	83,233	270
		Total .	111,335	140,836	163,343	330
	Total of all gauges for the year	...	13,222,970	26,728,650	23,615,964	1,545,472

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TRAIN-MILEAGE—*concluded.*

of Revenue Accounts.] Half-years ended the 30th June and the 31st December 1894.

Train-miles after apportioning mixed and light mileage.		Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1894.	Serial Number.	Remarks.
Coaching.	Goods.						
3,696,727	6,395,170	10,091,897	1,465,210	11,557,107	1st half		
3,825,760	5,316,649	9,092,501	1,421,665	10,514,166	2nd half		
7,522,487	11,711,819	19,198,306	2,886,875$_6$	22,085,175	Total (*a*)		(*a*) Including the Deoghur railway, for which yearly figures are shown.
18,840	77,147	95,987	29,679	125,666	1st half	LIV	
18,994	69,435	88,429	26,018	114,447	2nd half		
37,834	146,582	184,416	55,697	240,113	Total		
24,874	42,791	67,665	14,973	82,638	1st half	LVII	
30,005	21,302	51,307	7,512	58,819	2nd half		
54,879	64,093	118,972	22,485	141,457	Total		
16,050	8,929	24,979	102	25,081	1st half	LVIII	
17,106	5,990	23,096	59	23,156	2nd half		
33,156	14,919	48,075	161	48,237	Total		
18,580	24,281	42,861	267	43,128	1st half	LIX	
20,536	21,974	42,510	567	43,077	2nd half		
39,116	46,255	85,371	834	86,205	Total		
10,113	747	10,860	30	10,890	1st half	LX	
10,717	773	11,490	60	11,550	2nd half		
20,830	1,520	22,350	90	22,440	Total		
66,780	116,466	183,246	12,361	195,607	1st half	LXI	
81,355	68,039	149,394	10,138	159,532	2nd half		
148,135	184,505	332,640	22,499	355,139	Total		
8,759	7,118	15,877	364	16,241	1st half		
9,949	6,146	16,095	457	16,552	2nd half		
18,708	13,264	31,972	821	32,793	Total		
148,614	166,734	315,348	24,213	339,561	1st half	LXII	
135,836	82,950	218,786	20,983	239,769	2nd half		
284,450	249,684	534,134	45,196	579,330	Total		
13,459	6,107	19,566	4,091	23,657	1st half	LXIII	
18,153	4,477	22,630	2,928	25,558	2nd half		
31,612	10,584	42,196	7,019	49,215	Total		
4,022,796	6,845,490	10,868,286	1,551,290	12,419,576	1st half		
4,168,411	5,597,735	9,716,238	1,490,387	11,206,625	2nd half		
8,191,207	12,443,225	20,598,426	3,041,677	23,640,103	Total (*a*)		
335	6,670	7,005	666	7,671	1st half		
269	6,767	7,036	669	7,705	2nd half		
604	13,437	14,041	1,335	15,376	Total		
4,686	7,080	11,766	...	11,766	1st half	LXVIII	
4,388	6,835	11,223	...	11,223	2nd half		
9,074	13,915	22,989	...	22,989	Total		
19,089	55,042	74,131	...	74,131	1st half	LXIX	
18,889	42,903	61,792	...	61,792	2nd half		
37,978	97,945	135,923	...	135,923	Total		
17,891	32,400	50,291	228	50,519	1st half	LXX	
18,955	13,076	32,031	505	32,536	2nd half		
36,846	45,476	82,322	733	83,055	Total		
3,109	4,915	8,024	332	8,356	1st half	LXXII	
4,920	3,284	8,204	220	8,424	2nd half		
8,029	8,199	16,228	552	16,780	Total		
47,920	28,168	76,088	7,452	83,540	1st half	LXXIII	
53,377	14,876	68,253	6,356	74,609	2nd half		
101,297	43,044	144,341	13,808	158,149	Total		
93,030	134,275	227,305	8,678	235,983	1st half		
100,798	87,741	188,539	7,750	196,289	2nd half		
193,828	222,016	415,844	16,428	432,272	Total		
26,447,043	38,665,923	65,126,868	9,836,453	74,963,321	...		

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL.

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1894.

Serial Number.	Railway.	1894.	Interest on capital.	Net earnings.	Difference.	
					Excess.	Deficiency.
			₹	₹	₹	₹
	STANDARD GAUGE.					
I	East Indian	1st half	(a)1,36,54,498	1,99,29,821	62,75,413	...
		2nd half	(a)1,54,41,105	1,68,64,528	14,23,423	...
		Total	2,90,95,513	3,67,94,349	76,98,836	...
II	Bengal-Nágpur	1st half	21,27,158	25,54,994	4,27,836	...
		2nd half	24,56,835	7,03,420	...	17,53,415
		Total	45,83,993	32,58,414	...	13,25,579
III	Indian Midland	1st half	19,69,951	12,28,469	...	7,41,482
		2nd half	22,89,864	9,73,865	...	13,15,999
		Total	42,59,815	22,02,334	...	20,57,481
IV	Bhopal-Itársi (British section)	1st half	40,861	36,096	...	4,765
		2nd half	42,648	25,359	...	17,289
		Total	83,509	61,455	...	22,054
VI	Wardha Coal	1st half	99,754	70,076	...	29,678
		2nd half	99,754	19,213	...	80,541
		Total	1,99,508	89,289	...	1,10,219
VII	Dhond-Manmád	1st half	2,23,981	2,05,208	...	18,773
		2nd half	2,24,037	1,76,785	...	47,252
		Total	4,48,018	3,81,993	...	66,025
	Bezwada extension	1st half	28,584	22,787	...	5,797
		2nd half	28,538	48,483	19,945	...
		Total	57,122	71,270	14,148	...
X	North-Western (state)	1st half	(b)1,07,01,211	64,31,647	...	42,69,564
		2nd half	(b)1,12,54,873	63,93,534	...	48,61,339
		Total	2,19,56,084	1,28,25,181	...	91,30,903
XI	Hyderabad-Shadipalli	1st half	34,566	25,845	...	8,721
		2nd half	34,374	10,217	...	24,157
		Total	68,940	36,062	...	32,878
XII	Oudh and Rohilkhand (state)	1st half	31,39,835	31,92,700	52,865	...
		2nd half	31,71,288	25,43,438	...	6,27,850
		Total	63,11,123	57,36,138	...	5,74,985
XIII	Eastern Bengal (state)	1st half	(b)20,76,894	17,09,182	...	3,67,712
		2nd half	(b)20,62,301	32,86,362	12,24,061	...
		Total	41,39,195	49,95,544	8,56,349	...
XIV	Bengal Central	1st half	3,05,200	1,59,558	...	1,45,642
		2nd half	3,06,215	1,60,935	...	1,45,280
		Total	6,11,415	3,20,493	...	2,90,922
XV	Calcutta Port Commissioners'	1st half	(c) 37,254	57,109	19,855	...
		2nd half	(c) 37,254	80,945	43,691	...
		Total	74,508	1,38,054	63,546	...
	TOTAL STANDARD GAUGE carried over	1st half	3,44,39,657	3,56,23,492	11,83,835	...
		2nd half	3,74,49,086	3,12,87,084	...	61,62,002
		Total	7,18,88,743	6,69,10,576	...	49,78,167

(a) Including contribution to Provident Fund and Annuity.
(b) Including Annuity.
(c) Including contribution to Sinking Fund.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—*continued.*

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1894.

Serial Number.	Railway.	1894.	Interest on capital.	Net earnings.	Difference. Excess.	Difference. Deficiency.
			₹	₹	₹	₹
	Standard gauge—*concld.*					
	Brought forward standard gauge	1st half	3,44,39,657	3,56,23,492	11,83,835	...
		2nd half	3,74,49,086	3,12,87,084	...	61,62,002
		Total	7,18,88,743	6,69,10,576	...	49,78,167
XVI	East Coast (state)	1st half	7,47,208	27,706	...	7,19,502
		2nd half	8,45,701	1,23,215	...	7,22,486
		Total	15,92,909	1,50,921	...	14,41,988
XXII	Great Indian Peninsula	1st half	(*a*) 67,03,853	1,27,95,941	60,92,088	...
		2nd half	65,77,496	35,86,999	...	29,90,497
		Total	1,32,81,349	1,63,82,940	31,01,591	...
XXIII	Bombay, Baroda and Central India	1st half	22,90,066	66,19,533	43,29,467	...
		2nd half	(*a*)24,11,208	35,53,168	11,41,960	...
		Total	47,01,274	1,01,72,701	54,71,427	...
XXIV	Madras	1st half	29,07,475	24,92,338	...	4,15,137
		2nd half	29,07,475	24,55,525	...	4,51,950
		Total	58,14,950	49,47,863	...	8,67,087
XXVII	Khámgaon	1st half	9,723	17,235	7,512	...
		2nd half	9,724	4,731	...	4,993
		Total	19,447	21,966	2,519	...
XXVIII	Amráoti	1st half	8,987	33,521	24,534	...
		2nd half	8,989	8,390	...	599
		Total	17,976	41,911	23,935	...
XXIX	Bhopal-Itársi (Native state section)	1st half	1,00,000	86,217	...	13,783
		2nd half	1,00,000	58,390	...	41,610
		Total	2,00,000	1,44,607	...	55,393
XXX	The Nizam's Guaranteed State	1st half	(*b*) 14,55,921	8,68,840	...	5,87,081
		2nd half	(*b*) 14,62,857	7,53,188	...	7,09,669
		Total	29,18,778	16,22,028	...	12,96,750
XXXI	The Gaekwar's Petlád	1st half	14,348	26,798	12,450	...
		2nd half	14,455	17,239	2,784	...
		Total	28,803	44,037	15,234	...
XXXII	Kolar Gold-fields	1st half	...	...	...	...
		2nd half	13,123	24,239	11,116	...
		Total	13,123	24,239	11,116	...
XXXIII	Rájpura-Bhátinda	1st half	1,33,664	2,42,438	1,08,774	...
		2nd half	1,34,010	3,24,127	1,90,117	...
		Total	2,67,674	5,66,565	2,98,891	...
XXXIV	Jammu and Kashmir (Native state section).	1st half	19,056	7,980	...	11,076
		2nd half	19,164	9,575	...	9,589
		Total	38,220	17,555	...	20,665
	Total standard gauge carried over (*c*)	1st half	4,88,29,958	5,88,42,039	1,00,12,081	...
		2nd half	5,19,53,288	4,22,05,870	...	97,47,418
		Total	10,07,83,246	10,10,47,909	2,64,663	...

(*a*) Including contribution to Provident Fund.
(*b*) Including contribution to Sinking Fund.
(*c*) Excluding the Godhra-Ratlam, the Delhi-Umballa-Kalka and the Tarkessur railways for the two halves of 1894 and the Kolar Gold-fields railway for the 1st half of 1894.

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—*continued.*

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1894.

Serial Number.	Railway.	1894.	Interest on capital.	Net earnings.	Difference.	
					Excess.	Deficiency.
			₹	₹	₹	₹
	Brought forward STANDARD GAUGE	1st half	4,88,29,958	5,88,42,039	1,00,12,081	...
		2nd half	5,19,53,288	4,22,05,870	...	97,47,418
		Total .	10,07,83,246	10,10,47,909	2,64,663	...
	METRE GAUGE.					
XXXVII	Bengal and North-Western—					
	Tirhoot section	1st half	4,98,540	9,16,536	4,17,996	...
		2nd half	4,99,848	5,52,028	52,180	...
		Total .	9,98,388	14,68,564	4,70,176	...
	Company's section	1st half	5,55,668	11,07,445	5,51,777	...
		2nd half	7,21,415	6,60,178	...	61,237
		Total .	12,77,083	17,67,623	4,90,540	...
XXXVIII	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half	(a) 1,73,200	2,32,001	58,801	...
		2nd half	(a) 1,74,104	1,64,220	...	9,884
		Total .	3,47,304	3,96,221	48,917	...
XXXIX	Rajputana-Malwa (b)	1st half	(c) 41,15,108	94,61,022	53,45,914	...
		2nd half	(c) 34,52,892	60,72,800	26,19,908	...
		Total .	75,68,000	1,55,33,822	79,65,822	...
XL	Pálanpur-Deesa	1st half	6,887	13,761	6,874	...
		2nd half	8,031	9,384	1,353	...
		Total .	14,918	23,145	8,227	...
XLI	Southern Mahratta	1st half	(c) & (d) 25,83,764	13,42,684	...	12,41,080
		2nd half	(c) & (d) 25,27,695	6,98,428	...	18,29,267
		Total .	51,11,459	20,41,112	...	30,70,347
XLII	Guntakal-Mysore frontier . . .	1st half	1,17,226	(a) 79,730	...	37,496
		2nd half	1,17,303	(a) 48,144	...	69,159
		Total .	2,34,529	1,27,874	...	1,06,655
XLIII	Southern Mahratta (Mysore section) .	1st half	(a) & (c) 4,79,732	2,96,269	...	1,83,463
		2nd half	(a) & (c) 4,82,651	1,85,700	...	2,96,951
		Total .	9,62,383	4,81,969	...	4,80,414
XLIV	South Indian	1st half	(a) & (c) 21,83,485	14,83,585	...	6,99,900
		2nd half	(a) & (c) 22,62,089	18,08,977	...	4,53,112
		Total .	44,45,574	32,92,562	...	11,53,012
XLV	Máyavaram-Mutupet	1st half	53,394	19,138	...	34,256
		2nd half	47,307	43,804	..	3,503
		Total .	1,00,701	62,942	...	37,759
XLVII	Eastern Bengal (state)— Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch)	1st half	7,92,103	13,87,645	5,95,542	...
		2nd half	7,94,176	17,42,029	9,47,853	...
		Total .	15,86,279	31,29,674	15,43,395	...
	Dacca section	1st half	1,33,949	93,212	...	40,737
		2nd half	1,34,051	1,35,129	1,078	...
		Total .	2,68,000	2,28,341	...	39,659
XLVIII	Burma (state)	1st half	13,07,251	18,49,300	5,42,049	...
		2nd half	12,88,826	4,74,028	...	8,14,798
		Total .	25,96,077	23,23,328	...	2,72,749
	TOTAL METRE GAUGE carried over .	1st half	1,30,00,307	1,82,82,328	52,82,021	...
		2nd half	1,25,10,388	1,25,94,849	84,461	...
		Total .	2,55,10,695	3,08,77,177	53,66,482	...

(a) Including contribution to Provident Fund.
(b) Including the Godhra-Ratlám railway.
(c) Including share of surplus profits payable to the working company.
(d) Including contribution to Provident Fund and interest on advance by the Secretary of State.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*concluded.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—*concluded.*

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1894.

Serial Number.	Railway.	1894.	Interest on capital.	Net earnings.	Difference. Excess.	Difference. Deficiency.
			₹	₹	₹	₹
	METRE GAUGE—*concld.*					
	Brought forward METRE GAUGE .	1st half	1,30,00,307	1,82,82,328	52,82,021	...
		2nd half	1,25,10,388	1,25,94,849	84,461	...
		Total .	2,55,10,695	3,08,77,177	53,66,482	...
LIV	Dibru-Sadiya	1st half	(*a*) 2,30,274	86,832	...	1,43,442
		2nd half	2,32,148	1,08,900	...	1,23,248
		Total .	4,62,422	1,95,732	...	2,66,690
LVII	The Gaekwar's Mehsána . . .	1st half	61,555	1,54,731	93,176	...
		2nd half	61,676	81,656	19,980	...
		Total .	1,23,231	2,36,387	1,13,156	...
LXI	Jodhpore-Bickaneer— Jodhpore section	1st half	1,30,312	4,46,488	3,16,176	...
		2nd half	1,30,060	2,22,885	92,825	...
		Total .	2,60,372	6,69,373	4,09,001	...
	Bickaneer section	1st half	19,499	23,418	3,919	...
		2nd half	19,536	17,030	...	2,506
		Total .	39,035	40,448	1,413	...
LXII	Bhávnagar-Gondal-Junágarh-Porbandar .	1st half	3,45,369	6,15,932	2,70,563	...
		2nd half	3,46,736	1,75,402	...	1,71,334
		Total .	6,92,105	7,91,334	99,229	...
LXIII	Jetalsar-Rájkot	1st half	29,117	32,991	3,874	...
		2nd half	29,757	28,161	...	1,596
		Total .	58,874	61,152	2,278	...
	TOTAL METRE GAUGE (*b*) .	1st half	1,38,16,433	1,96,42,720	58,26,287	...
		2nd half	1,33,30,301	1,32,28,883	...	1,01,418
		Total .	2,71,46,734	3,28,71,603	57,24,869	...
	SPECIAL GAUGES.					
	Cherra-Companyganj (2′ 6″) . . .	1st half	7,093	2,224	...	4,869
		2nd half	6,992	2,169	...	4,823
		Total .	14,085	4,393	...	9,692
LXVIII	Jorhát (2′ 0″)	1st half	16,300	143	...	16,157
		2nd half	16,287	11,058	...	5,229
		Total .	32,587	11,201	...	21,386
LXX	The Gaekwar's Dabhoi (2′ 6″) . .	1st half	37,176	77,548	40,372	...
		2nd half	37,513	17,881	...	19,632
		Total .	74,689	95,429	20,740	...
LXXII	Cooch Behar (2′ 6″)	1st half	13,661	3,106	...	10,555
		2nd half	14,153	5,470	...	8,683
		Total .	27,814	8,576	...	19,238
LXXIII	Morvi (2′ 6″)	1st half	43,500	93,607	50,107	...
		2nd half	44,470	49,060	4,590	...
		Total .	87,970	1,42,667	54,697	...
	TOTAL SPECIAL GAUGES (*c*)	1st half	1,17,730	1,76,628	58,898	...
		2nd half	1,19,415	85,638	...	33,777
		Total .	2,37,145	2,62,266	25,121	...
	TOTAL OF ALL GAUGES FOR THE YEAR .	...	12,81,67,125	13,41,81,778	60,14,653	...

(*a*) Figures taken from chapter II, part II of the Administration Report.
(*b*) Excluding the Deoghar, Rohilkund and Kumaon (Company's section), Bengal Dooars, Kolhápur, Yesvantpur-Mysore frontier, and Mysore-Nanjangúd railways, but including the Godhra-Ratlam railway.
(*c*) Excluding the Darjeeling-Himalayan railway.

APPENDIX A—*continued.*

INDIAN RAILWAYS.

Statistics of their working for the half-years ended the 30th June and the 31st December 1894.

PART II.

SUMMARY OF ANALYSIS OF WORKING.

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APPENDIX
STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1894.

Progressive number.	Headings.	1894.	STANDARD								
			State lines worked by Companies.			State lines worked by the State.				Lines worked by ~~by~~ teed com	
			I. East Indian railway system.	II. Bengal-Nágpur.	III. Indian Midland railway system. (b)	X. North Western (state) railway, excluding military lines. (e)	XII. Oudh and Rohilkhand (state).	XIII. Eastern Bengal (state). (g)	XVI. East Coast (state).	XXII. Great Indian Peninsula railway system. (i)	XXIII. Bombay, Baroda and Central India.
	DESCRIPTION OF RAILWAY WORKED.										
1	Gauge of railway	1st half	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″
		2nd „	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″
2	Mean mileage worked . . . *Miles*	1st half	(a)1,844·67	862·33	753·78	1,771·22	748·17	373·23	265·67	1,490·08	460·90
		2nd „	(a)1,871·98	862·33	753·78	1,772·63	796·64	373·45	314·54	1,490·23	460·90
3	Number of stations . . . . *No.*	1st half	247	94	(c)101	247	118	94	36	212	88
		2nd „	252	94	(c)101	247	118	94	52	217	88
4	Total length of the following gradients:										
	(a) $\frac{1}{80}$ and less . . . . *Miles*	1st half	5·78	...	...	5·48	...	...	...	19·31	...
		2nd „	5·78	...	...	5·48	...	...	...	19·31	...
	(b) $\frac{1}{81}$ to $\frac{1}{80}$ . . . . „	1st half	7·11	...	6·75	28·14	...	...	...	2·36	1·35
		2nd „	7·11	...	6·75	28·14	...	...	...	2·36	1·35
	(c) $\frac{1}{81}$ to $\frac{1}{100}$ . . . . „	1st half	16·97	83·44	4·20	77·26	...	...	...	62·10	0·24
		2nd „	16·97	83·44	4·20	77·26	...	...	...	62·10	0·24
	(d) $\frac{1}{101}$ to $\frac{1}{200}$ . . . . „	1st half	131·92	274·66	199·00	83·83	5·04	0·55	40·10	516·07	5·83
		2nd „	131·92	274·66	199·00	83·83	5·04	0·55	58·18	516·07	5·83
	(e) $\frac{1}{201}$ to $\frac{1}{300}$ . . . . „	1st half	118·81	80·48	67·32	78·27	18·05	1·09	15·70	204·78	12·99
		2nd „	118·81	80·48	67·32	78·27	18·05	1·09	23·68	204·78	12·99
5	Steepest gradient worked—										
	(a) Inclination	1st half	$\frac{1}{80}$	$\frac{1}{82}$	$\frac{1}{80}$	$\frac{1}{80}$	$\frac{1}{150}$	$\frac{1}{101}$	$\frac{1}{150}$	$\frac{1}{87}$	$\frac{1}{80}$
		2nd „	$\frac{1}{80}$	$\frac{1}{82}$	$\frac{1}{80}$	$\frac{1}{80}$	$\frac{1}{150}$	$\frac{1}{101}$	$\frac{1}{150}$	$\frac{1}{87}$	$\frac{1}{80}$
	(b) Length . . . . *Miles*	1st half	3·98	0·40	2·40	1·19	0·40	0·14	22·60	5·85	1·35
		2nd „	3·98	0·40	2·40	1·19	0·40	0·14	19·70	5·85	1·35
	FINANCIAL RESULTS.										
6	Percentage of net earnings (including steam-boat traffic) for each half-year on capital outlay . . . *Per cent.*	1st half	5·19	2·60	(d)1·41	(f)2·27	3·12	2·87	0·09	4·72	6·67
		2nd „	4·36	0·72	(d)1·11	(f)2·23	2·47	5·50	0·37	1·29	3·57
7	Percentage of net earnings for each half-year on paid up capital . . . „	1st half	...	2·57	(d)1·38	...	...	...	...	4·69	6·84
		2nd „	...	0·71	(d)1·19	...	...	...	...	1·28	3·55
	OUTLAY, EARNINGS AND EXPENSES. (*Exclusive of Steam-boat Service.*)										
8	Capital outlay per mile open . . ₹	1st half	2,07,054	1,10,365	(d)1,26,908	(f)1,80,947	1,25,603	2,24,519	(h)1,11,757	2,12,366	2,06,905
		2nd „	2,07,583	1,10,732	(d)1,27,325	(f)1,81,157	1,26,293	2,24,814	(h)87,051	2,12,734	2,08,971
9	Total earnings per mile open per week „	1st half	607	189	162	339	287	368	105	596	801
		2nd „	515	109	132	320	238	542	90	341	530
10	Total working expenses per mile open per week . . . . . „	1st half	186	75	93	184	123	180	100	260	254
		2nd „	164	78	78	166	116	190	73	242	237
11	Total earnings per train-mile . . „	1st half	5·19	4·79	3·84	3·73	3·74	3·98	2·83	4·37	7·10
		2nd „	4·73	3·39	3·56	3·79	3·15	4·72	2·76	3·39	5·71
12	Total working expenses per train-mile „	1st half	1·59	1·90	2·21	2·02	1·60	1·94	2·70	1·91	2·25
		2nd „	1·51	2·42	2·11	1·97	1·53	1·66	2·25	2·41	2·55
13	Net earnings per train-mile . . „	1st half	3·60	2·89	1·63	1·71	2·14	2·04	0·12	2·46	4·85
		2nd „	3·22	0·97	1·45	1·82	1·62	3·06	0·51	0·98	3·16
14	Cost per 1,000 gross ton-miles moved (freight and dead-weight) . . „	1st half	4·02	4·52	6·28	5·81	4·97	7·13	9·11	6·30	5·35
		2nd „	4·01	6·95	6·68	5·75	4·74	4·99	7·17	9·04	7·50
15	Percentage of total working expenses on total earnings . . . *Per cent.*	1st half	30·67	39·71	57·43	54·22	42·80	48·83	95·59	43·65	31·70
		2nd „	31·86	71·32	59·18	51·95	48·49	35·11	81·75	71·18	44·63
16	Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores . . „	1st half	29·28	38·34	56·38	51·90	41·30	48·17	95·07	41·62	30·82
		2nd „	30·44	70·15	58·01	50·16	47·03	34·66	81·61	69·73	43·67
	(*Inclusive of Steam-boat Service.*)										
17	Percentage of total working expenses on total earnings (for details, see items 123—29) . . . *Per cent.*	1st half	30·75	39·71	57·43	54·37	42·80	50·12	96·24	43·65	31·70
		2nd „	31·98	71·32	59·18	52·04	48·49	36·69	83·41	71·18	44·63

(a) Including 23·24 miles of the Eastern Bengal (state) railway, and 1 mile of the Rajputana-Malwa railway, worked over by the undertaking.
(b) Including the Bhopal-Itársi railway, except where otherwise stated.
(c) Including Agra junction and Túndla.
(d) Indian Midland railway only.
(e) Including the Hyderabad-Shadipalli and the Rájpura-Bhátinda railways, and the Jammu and Kashmir railway (Native state section), except where otherwise stated.
(f) Excluding the Hyderabad-Shadipalli and the Rájpura-Bhátinda railways, and the Jammu and Kashmir railway (Native state section).
(g) Including the Bengal Central railway, excepting items 6, 8 and 196 to 199.
(h) Including the Bezwada-Gódávari section.
(i) Including the Dhond-Manmád, the Wardha Coal, the Khámgaon, and the Amráoti railways, excepting items 6 to 8 and 196 to 199

A—*continued.*

RAILWAYS—(Part II).

Half-years ended the 30th June and the 31st December 1894.

GAUGE.	METRE GAUGE.											
GUARANTEED COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1894.	Progressive number.
XXIV. Madras.	XXX. The Nizam's Guaranteed State railway system. (*j*)	XXXVII. Bengal and North-Western railway system. (*k*)	XXXIX. Rajputana-Malwa.	XLI. Southern Mahratta railway system.	XLIV. South Indian. (*l*)	XLVII. Eastern Bengal (state), including the Kaunia-Dharlla (2′ 6″ gauge) branch.	XLVIII. Burma (state).	LII. Rohilkund and Kumaon railway system.	LXI. Jodhpore-Bickaneer. Jodhpore section.	LXI. Jodhpore-Bickaneer. Bickaneer section.	LXII. Bhávnagar-Gondal-Junágarh-Porbandar. (*m*)		
5′ 6″	5′ 6″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	1st half	1
5′ 6″	5′ 6″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	2nd ,,	
839·22	354·70	756·30	1,674·02	1,556·24	1,076·16	564·47	729·89	288·92	320·50	43·50	380·08	1st half	2
849·22	354·70	756·30	1,746·22	1,556·20	1,103·30	564·47	735·03	268·76	320·50	43·50	380·21	2nd ,,	
142	44	127	234	205	165	83	115	43	36	4	56	1st half	3
148	44	127	249	205	166	83	117	43	37	4	56	2nd ,,	
...	...	...	3·40	2·94	...	...	...	...	...	...	...	1st half	4
...	...	...	3·40	2·94	...	...	...	...	...	...	...	2nd ,,	
17·99	...	...	0·23	48·37	...	...	...	6·41	...	...	0·07	1st half	
22·64	...	...	0·23	48·37	...	...	...	6·41	...	...	0·07	2nd ,,	
48·09	83·60	...	18·75	499·86	116·35	0·07	...	7·29	...	...	0·15	1st half	
50·13	83·60	...	19·01	499·86	119·39	0·07	1·45	7·29	...	...	0·15	2nd ,,	
197·14	113·89	3·42	298·68	236·94	197·52	10·21	57·46	4·40	44·85	12·46	107·71	1st half	
197·46	113·01	3·42	380·06	236·94	207·91	10·21	59·73	4·40	44·85	12·46	107·71	2nd ,,	
123·86	81·01	3·06	137·82	87·82	85·18	9·94	67·15	5·81	27·90	4·32	54·68	1st half	
124·10	81·01	3·06	143·62	87·82	81·80	9·94	69·87	5·81	27·90	4·32	54·68	2nd ,,	
1/60	1/100	2/100	1/40	1/40	1/100	1/100	2/100	1/70	1/130	1/130	1/67	1st half	5
1/60	1/100	2/100	1/40	1/40	1/100	1/100	1/100	1/70	1/130	1/130	1/67	2nd ,,	
0·80	2·52	3·42	3·40	2·94	3·12	0·07	1·38	3·00	11·50	1·02	0·07	1st half	
0·80	2·52	3·42	3·40	2·94	3·12	0·07	0·68	3·00	11·50	1·02	0·07	2nd ,,	
2·07	2·17	3·78	7·17	1·48	1·91	3·19	2·89	3·29	6·81	2·38	3·46	1st half	6
2·04	1·88	2·26	4·12	0·80	2·34	4·04	0·73	2·34	3·46	1·76	1·08	2nd ,,	
2·07	1·54	...	...	...	...	...	...	...	...	...	...	1st half	7
2·04	1·29	...	...	...	...	...	...	...	...	...	...	2nd ,,	
1,40,126	1,18,379	67,032	75,706	76,542	69,224	80,523	84,506	36,691	20,301	22,625	(*n*) 49,003	1st half	8
1,40,298	1,19,082	67,196	79,455	76,707	69,520	80,606	83,969	36,816	20,040	22,285	(*n*) 49,136	2nd ,,	
237	181	150	330	108	140	167	199	103	80	39	123	1st half	9
236	173	111	236	89	150	192	129	94	50	32	79	2nd ,,	
123	83	54	113	64	86	68	100	54	26	18	58	1st half	10
123	86	54	103	65	85	67	104	59	23	17	58	2nd ,,	
4·03	5·09	3·36	3·67	2·54	2·51	3·20	3·65	2·92	3·64	2·76	3·64	1st half	11
4·17	4·61	2·68	3·32	2·39	2·55	3·38	2·92	2·46	2·77	2·26	3·22	2nd ,,	
2·09	2·36	1·22	1·26	1·51	1·54	1·30	1·84	1·55	1·20	1·29	1·70	1st half	12
2·18	2·29	1·32	1·44	1·75	1·45	1·19	2·35	1·53	1·28	1·20	2·38	2nd ,,	
1·94	2·73	2·14	2·41	1·03	0·97	1·90	1·81	1·37	2·44	1·47	1·94	1st half	13
1·99	2·32	1·36	1·88	0·64	1·10	2·19	0·57	0·93	1·49	1·06	0·84	2nd ,,	
7·49	6·90	5·12	5·41	8·91	9·57	7·44	8·50	6·51	5·88	7·06	9·92	1st half	14
7·63	6·66	6·63	6·70	10·67	9·02	6·77	12·28	6·99	7·64	7·11	15·34	2nd ,,	
51·83	46·45	36·23	34·33	59·55	61·43	40·69	50·49	52·98	33·09	46·60	46·74	1st half	15
52·29	49·64	49·15	43·43	73·23	57·04	35·09	80·53	62·18	46·15	53·24	73·82	2nd ,,	
51·26	45·31	35·74	33·34	58·06	60·87	39·62	49·64	52·16	32·49	45·99	46·34	1st half	16
51·75	48·44	48·48	42·47	71·57	56·18	34·71	80·09	61·54	45·51	52·77	73·39	2nd ,,	
51·83	46·45	36·50	34·33	59·55	61·43	43·16	51·10	52·98	33·09	46·60	46·74	1st half	17
52·29	49·64	48·89	43·43	73·23	57·04	38·22	81·08	62·18	46·15	53·24	73·82	2nd ,,	

(*j*) Including the Bezwada extension railway, excepting items 6 to 8.
(*k*) Although for convenience classed amongst state railways, the company's section of the line is the property of the Bengal and North-Western Railway Company.
(*l*) Including the Pondicherry railway, excepting items 4, 5, 6 and 8.
(*m*) Including the Jetalsar-Rajkót railway.
(*n*) Calculated on the mileage, excluding the dock estates and quarry lines constructed and maintained by the Native States as separate undertakings from the Bhávnagar-Gondal-Junágarh-Porbandar railway.

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1894.

STANDARD

Progressive number.	Headings.	1894.	State lines worked by Companies. I. East Indian railway system.	II. Bengal-Nágpur.	III. Indian Midland railway system.	State lines worked by the State. X. North Western (state) railway, excluding military lines.	XII. Oudh and Rohilkhand (state).	XIII. Eastern Bengal (state).	XVI. East Coast (state).	Lines worked by Com XXII. Great Indian Peninsula railway system.	XXIII. Bombay, Baroda and Central India.
	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.										
18	Total working expenses for both coaching and goods traffic* . . . *R*	1st half	85,71,731	16,18,057	17,53,281	82,64,794	23,18,105	16,79,919	6,73,605	98,79,260	29,27,489
		2nd „	76,46,094	16,91,508	14,70,629	74,42,414	23,13,134	17,41,315	5,65,068	92,25,405	26,99,846
	Proportions, *dividing expenditure in ratio† of gross ton-mileage (freight and dead-load).*										
19	Coaching . . . . „	1st half	22,54,301	3,21,504	5,49,425	21,71,918	7,45,222	8,02,516	3,15,109	24,96,813	7,40,012
		2nd „	21,88,798	5,01,581	5,59,566	21,19,609	7,05,802	5,55,479	2,42,760	36,47,770	10,67,279
20	Goods . . . . „	1st half	63,17,430	12,96,553	12,03,856	60,92,876	15,72,883	8,77,403	3,58,496	73,82,447	21,87,477
		2nd „	54,57,296	11,89,927	9,11,063	53,22,805	16,07,332	11,85,836	3,22,308	55,77,635	16,32,567
	Multiplier for converting results based on the ton-mileage division of expenses into results based on—										
	Train-mileage — Coaching (*items 77 to 80 and items 81 to 88 partially*)‡ . .	1st half	1·51	1·23	1·33	1·39	1·21	1·23	0·86	1·37	1·70
		2nd „	1·46	1·09	1·26	1·40	1·28	1·49	0·94	1·23	1·44
	Train-mileage — Goods (*items 113 to 115a and items 116 to 118 partially*)‡ . .	1st half	0·82	0·94	0·85	0·86	0·90	0·79	1·12	0·88	0·76
		2nd „	0·82	0·96	0·84	0·84	0·88	0·77	1·05	0·85	0·71
	Coaching and goods earnings. — Coaching (*items 77 to 80 and items 81 to 88 partially*)‡ . .	1st half	1·29	0·93	1·15	1·15	1·24	1·06	1·41	0·84	1·09
		2nd „	1·19	0·91	1·00	1·19	1·20	0·88	1·49	0·88	0·98
	Coaching and goods earnings. — Goods (*items 113 to 115a and items 116 to 118 partially*)‡ . .	1st half	0·90	1·62	0·93	0·95	0·89	0·94	0·64	1·05	0·97
		2nd „	0·92	1·04	1·00	0·96	0·91	1·06	0·63	1·08	1·01
	COACHING TRAFFIC.										
	Gross receipts and train-mileage—										
21	Receipts from coaching traffic *R*	1st half	97,34,792	7,20,329	11,17,024	46,05,892	21,69,007	16,33,831	4,50,059	48,61,343	25,92,107
		2nd „	84,15,902	6,00,777	9,65,054	44,68,897	17,72,311	14,42,550	4,22,475	45,11,600	23,95,036
22	Coaching train-miles run *No.*	1st half	2,224,237	215,282	344,410	1,530,794	582,096	529,192	103,586	1,826,491	578,860
		2nd „	2,214,738	233,832	348,676	1,547,243	612,502	531,507	107,035	1,900,362	633,981
23	Average coaching receipts per train-mile . . . . *R*	1st half	4·38	3·35	3·24	3·01	3·73	3·09	4·34	2·66	4·48
		2nd „	3·80	2·57	2·77	2·89	2·89	2·71	3·95	2·37	3·78
	Units and Unit-mileage—										
	Number of units carried one mile—										
24	1st class . . . *Unit-miles*	1st half	3,763,352	189,134	789,808	2,560,159	1,020,424	738,285	84,052	3,552,369	1,390,265
		2nd „	3,834,683	233,788	894,702	2,888,402	847,689	815,901	113,182	4,200,355	1,308,957
25	2nd „ . . . . „	1st half	11,625,427	536,447	2,487,789	9,051,450	3,069,814	1,997,454	387,456	19,957,898	8,294,605
		2nd „	12,686,312	1,193,107	2,855,696	7,313,338	2,585,704	1,913,226	422,572	16,336,170	7,069,734
26	3rd or intermediate class . „	1st half	30,683,170	858,743	(*a*) 17,526,850	15,320,432	2,945,361	10,838,012	...	(*a*) 34,437,062	26,992,680
		2nd „	28,268,061	824,868	(*a*) 14,664,096	18,087,680	2,658,095	10,696,969	...	(*a*) 30,659,683	23,532,994
27	4th or lowest „ . „	1st half	580,131,773	57,322,188	(*b*) 44,325,548	289,537,391	134,503,110	90,420,042	44,600,778	(*b*) 239,861,985	131,051,280
		2nd „	476,728,087	44,904,797	(*b*) 35,831,599	265,046,866	109,731,211	75,949,672	36,297,629	(*b*) 215,583,525	122,065,716
28	Total passenger unit-mileage „	1st half	626,203,722	58,906,512	65,129,995	316,469,432	141,538,709	103,993,793	45,072,286	297,809,254	167,728,830
		2nd „	521,517,143	47,156,560	54,246,093	293,336,286	115,822,699	89,375,768	36,833,383	266,779,733	153,977,401
29	Other coaching traffic . *Ton-miles*	1st half	5,496,956	381,481	841,819	2,869,882	850,701	570,502	60,701	3,602,342	1,887,428
		2nd „	5,954,599	353,660	751,117	3,903,964	766,183	517,597	103,731	3,380,602	1,663,195
	Average sum received for carrying a unit one mile—										
30	1st class . . . *Pies*	1st half	15·48	14·81	11·17	11·36	11·54	13·61	11·85	11·05	9·88
		2nd „	15·55	14·37	11·00	11·05	11·45	12·70	11·93	11·03	9·87
31	2nd „ . . . . „	1st half	6·55	6·26	4·83	4·26	4·93	5·76	5·83	3·49	4·52
		2nd „	6·49	3·92	4·47	4·94	5·10	6·17	5·80	4·29	4·78
32	3rd or intermediate class „	1st half	3·52	2·84	(*a*) 2·99	3·12	4·00	3·11	...	(*a*) 3·00	3·00
		2nd „	3·37	2·81	(*a*) 2·99	3·04	4·00	3·05	...	(*a*) 3·00	3·00
33	4th or lowest „ . „	1st half	2·51	2·00	(*b*) 2·54	2·30	2·54	2·55	1·79	(*b*) 2·42	2·35
		2nd „	2·51	2·00	(*b*) 2·54	2·28	2·50	2·58	1·98	(*b*) 2·40	2·36
34	Average for all classes . „	1st half	2·71	2·09	2·85	2·47	2·69	2·74	1·84	2·66	2·62
		2nd „	2·75	2·12	2·90	2·48	2·66	2·81	2·05	2·72	2·63
35	Other coaching traffic per ton-mile . . . „	1st half	30·93	40·16	38·99	35·63	41·77	49·53	57·41	39·28	30·66
		2nd „	30·69	43·46	37·09	33·55	42·34	50·55	52·56	41·40	32·98

* Excluding steam boat expenses, and after deducting telegraph and sundry receipts, and leaving only the balance of payments to other lines for mileage, etc.

† For "freight", passenger units (items 24 to 27) have been converted into tons at the following rates, *viz.*—

First class passenger with free luggage . . . . . = 0·10 ton.
Second „ „ „ . . . . . = 0·08 „
Third or fourth class passenger with free luggage . . . . . = 0·06 „

plus the ton-mileage of other coaching traffic.

(*a*) Third class by mail trains.

(*b*) Third class by other than mail trains.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1894.

GAUGE.		METRE GAUGE.											
GUARANTEED PANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1894.	Progressive number.
XXIV. Madras.	XXX. The Nizam's Guaranteed State railway system.	XXXVII. Bengal and North-Western railway system.	XXXIX. Rajputana-Malwa.	XLI. Southern Mahratta railway system.	XLIV. South Indian.	XLVII. Eastern Bengal (state), including the Kaunia-Dharlla (2′ 6″ gauge) branch.	XLVIII. Burma (state).	LII. Rohilkund and Kumaon railway system.	LXI. Jodhpore-Bickaneer. Jodhpore section.	LXI. Jodhpore-Bickaneer. Bickaneer section.	LXII. Bhávnagar-Gondal-Junágarh-Porbandar.		
25,97,273	7,49,094	9,43,813	47,90,688	25,49,246	23,54,087	9,70,443	18,47,889	3,42,384	2,13,332	16,791	5,50,409	1st half	18
26,19,581	7,69,719	9,88,986	45,27,793	25,91,144	24,08,053	9,58,169	19,51,760	3,46,082	1,84,503	16,070	5,51,406	2nd ,,	
9,86,780	2,20,643	3,34,763	8,45,000	8,77,276	11,01,904	3,43,392	7,10,051	1,07,399	76,389	9,403	2,35,657	1st half	19
9,87,064	2,19,769	4,28,282	10,81,655	10,76,814	11,22,525	3,29,999	9,17,649	1,02,912	1,01,506	10,146	3,17,103	2nd ,,	
16,10,493	5,28,451	6,09,050	39,45,688	16,71,970	12,52,183	6,27,051	11,37,838	2,34,985	1,36,943	7,388	3,14,752	1st half	20
16,32,517	5,49,950	5,60,704	34,46,138	15,14,330	12,85,528	6,28,170	10,34,111	2,43,170	82,997	5,924	2,34,303	2nd ,,	
1·34	1·22	1·17	1·55	1·12	1·01	1·23	1·19	1·03	1·02	0·99	1·43	1st half	
1·40	1·18	1·15	1·41	1·07	1·02	1·23	1·13	1·09	0·99	0·98	1·11	2nd ,,	
0·79	0·91	0·90	0·88	0·94	0·99	0·88	0·88	0·99	0·99	1·02	0·90	1st half	
0·76	0·93	0·88	0·87	0·95	0·99	0·88	0·88	0·96	1·01	1·04	0·85	2nd ,,	
1·06	0·97	1·19	1·45	1·13	1·17	1·35	1·32	1·28	1·04	0·91	1·11	1st half	
1·10	0·95	1·14	1·34	1·10	1·17	1·15	1·25	1·47	0·94	0·80	1·15	2nd ,,	
0·97	1·01	0·90	0·90	0·93	0·85	0·81	0·80	0·87	0·98	1·11	0·92	1st half	
0·94	1·02	0·89	0·89	0·93	0·85	0·92	0·78	0·80	1·08	1·34	0·80	2nd ,,	
20,19,165	4,65,594	11,91,987	36,04,979	16,76,774	21,08,331	11,54,097	18,75,796	2,81,979	2,45,928	20,221	5,67,747	1st half	21
20,99,202	4,21,911	10,39,232	33,91,641	16,14,776	23,24,981	11,02,705	14,28,788	2,59,990	2,09,569	16,616	4,97,683	2nd ,,	
654,372	117,585	364,995	1,069,854	666,669	742,357	332,369	471,176	85,359	66,780	8,759	162,073	1st half	22
650,212	116,062	406,581	1,089,831	670,732	801,453	351,941	449,749	87,128	81,355	9,949	153,989	2nd ,,	
3·09	3·96	3·27	3·37	2·52	2·84	3·47	3·98	3·30	3·68	2·31	3·50	1st half	23
3·23	3·64	2·56	3·11	2·41	2·90	3·13	3·18	2·98	2·58	1·67	3·23	2nd ,,	
1,378,309	358,837	243,608	1,132,299	799,581	501,347	534,686	561,309	97,331	37,168	3,234	187,550	1st half	24
1,647,511	300,256	205,425	865,972	852,425	503,491	437,994	518,867	122,858	43,213	8,256	147,912	2nd ,,	
4,462,228	1,344,620	387,567	3,387,477	2,437,234	3,724,765	1,114,793	2,996,809	514,004	212,877	13,911	988,394	1st half	25
3,888,174	1,264,550	409,118	3,398,234	2,451,404	4,111,892	1,230,703	2,787,134	453,992	188,035	5,178	887,562	2nd ,,	
...	(*a*)7,019,628	744,082	10,747,496	...	...	4,083,776	...	174,571	...	...	...	1st half	26
...	(*a*)6,111,030	716,772	9,928,125	...	...	4,361,892	...	186,427	...	...	...	2nd ,,	
481,452,709	(*b*)23,517,425	101,558,492	278,474,493	133,289,366	181,407,555	69,598,384	106,969,864	18,220,774	20,643,916	1,638,871	34,446,619	1st half	27
188,520,714	(*b*)23,321,536	88,139,578	262,157,480	128,434,460	200,812,878	65,246,904	78,584,237	15,268,777	17,321,183	1,326,926	30,543,007	2nd ,,	
187,293,246	32,240,516	102,933,749	293,741,765	136,526,181	185,633,667	75,328,639	110,527,982	19,006,680	20,893,961	1,656,016	35,622,563	1st half	28
194,056,399	30,997,372	89,470,893	276,349,841	131,738,289	205,428,261	71,277,493	81,890,238	16,032,054	17,552,451	1,340,360	31,578,481	2nd ,,	
1,360,362	270,452	288,762	2,178,688	739,285	412,054	404,044	457,491	99,755	104,419	11,185	152,530	1st half	29
1,828,226	193,530	239,837	1,921,949	681,564	402,433	411,637	457,901	108,255	102,183	9,132	116,142	2nd ,,	
11·65	15·69	20·51	13·68	11·55	10·84	13·82	13·91	27·82	18·00	18·00	10·72	1st half	30
10·42	15·05	21·10	13·23	11·56	11·85	14·29	14·11	28·27	18·00	18·00	10·58	2nd ,,	
5·25	4·88	10·00	6·11	5·37	3·93	6·47	5·50	10·05	6·00	6·00	5·15	1st half	31
5·19	4·86	9·83	5·97	5·25	3·91	6·15	5·50	11·18	6·00	6·00	5·11	2nd ,,	
...	(*a*)2·50	4·83	3·00	...	...	3·14	...	3·99	...	...	...	1st half	32
...	(*a*)2·50	4·83	3·00	...	...	3·04	...	4·00	...	...	...	2nd ,,	
1·64	(*b*)2·00	2·00	2·00	2·00	2·00	2·51	3·00	2·17	2·00	2·00	2·75	1st half	33
1·64	(*b*)2·00	2·00	2·00	2·00	2·00	2·51	3·00	2·20	2·00	2·00	2·75	2nd ,,	
1·80	2·38	2·09	2·12	2·12	2·06	2·68	3·12	2·53	2·07	2·06	2·86	1st half	34
1·78	2·34	2·10	2·12	2·12	2·06	2·68	3·15	2·67	2·08	2·11	2·85	2nd ,,	
37·66	46·63	45·86	31·24	44·72	54·66	49·12	32·72	60·00	38·16	41·40	47·05	1st half	35
31·32	43·59	47·55	34·17	44·73	56·77	50·80	34·35	65·28	36·10	39·07	47·00	2nd ,,	

‡ To arrive at the average profit on working, convert the items showing cost per unit (77 to 80 for coaching, and 113 to 115(*a*) for goods) into their respective equivalents on the $\frac{\text{train-mileage}}{\text{coaching and goods earnings}}$ basis, and then deduct the items so converted from the receipts per unit (items 23, 34, and 56 to 60 for coaching and 91, 93 and 102 for goods).

APPENDIX
STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1894.

STANDARD

Progressive number.	Headings.	1894.	State lines worked by Companies. I. East Indian railway system.	II. Bengal-Nágpur.	III. Indian Midland railway system.	State lines worked by the State. X. North Western (state) railway excluding military lines.	XII. Oudh and Rohilkhand (state).	XIII. Eastern Bengal (state).	XVI. East Coast (state.)	Lines worked tred Com XXII. Great Indian Peninsula railway system.	XXIII. Bombay, Baroda and Central India.
	COACHING TRAFFIC—*contd*										
	Units and Unit-mileage—*concld.*										
	Average number of units in a train—										
36	1st class . . . *No.*	1st half	1·69	0·88	2·30	1·67	1·75	1·40	0·81	1·95	2·40
		2nd ,,	1·73	1·00	2·57	1·87	1·39	1·54	1·05	2·21	2·06
37	2nd ,, . . . ,,	1st half	5·23	2·49	7·22	5·91	5·27	3·77	3·74	10·93	14·32
		2nd ,,	5·73	5·10	8·19	4·73	4·22	3·60	3·95	8·60	11·15
38	3rd or intermediate class ,,	1st half	13·80	3·99		10·01	5·06	20·48	...	(*a*)18·85	46·63
		2nd ,,	12·76	3·53		11·69	4·34	20·13	...	(*a*)16·13	37·12
39	4th or lowest ,, . ,,	1st half	260·82	266·26	179·59	189·14	231·07	170·86	430·57	(*b*)131·32	226·39
		2nd ,,	215·25	192·04	144·82	171·30	179·15	142·89	339·12	(*b*)113·44	192·54
40	Total passenger units ,,	1st half	281·54	273·62	189·11	206·73	243·15	196·51	435·12	163·05	289·74
		2nd ,,	235·47	201·67	155·58	189·59	189·10	168·16	344·32	140·38	242·87
41	Other coaching traffic . *Tons*	1st half	2·47	1·77	2·44	1·88	1·46	1·08	0·59	1·97	3·26
		2nd ,,	2·69	1·51	2·15	2·52	1·25	0·97	0·97	1·78	2·62
	Vehicles and Vehicle-mile-age—										
	Number of coaching vehicles hauled one mile—										
42	1st class . . . *Vehicle-miles*	1st half	3,681,185	378,950	813,607	2,007,499	982,467	662,993	129,639	3,020,442	584,247
		2nd ,,	3,625,047	386,289	776,537	2,168,947	1,064,977	712,444	153,541	3,170,503	618,503
43	2nd ,, . . . ,,	1st half	3,833,713	447,743	746,772	1,974,515	846,321	647,439	122,506	3,842,788	1,027,184
		2nd ,,	3,735,771	470,755	720,354	2,106,085	961,307	643,773	136,035	3,915,219	1,064,662
44	3rd or intermediate class ,,	1st half	3,666,502	295,583	(*a*)990,802	1,773,182	916,201	1,179,805	...	(*a*)1,714,679	744,080
		2nd ,,	3,316,802	303,299	(*a*)1,099,756	1,503,192	875,092	1,141,389	...	(*a*)1,735,179	748,882
45	4th or lowest ,, ,,	1st half	25,227,481	3,210,422	(*b*)2,016,780	13,326,232	5,852,132	4,194,124	1,764,322	(*b*)11,500,639	4,476,491
		2nd ,,	24,212,801	3,154,273	(*b*)1,619,618	11,873,111	5,660,724	4,201,582	1,610,392	(*b*)11,347,922	4,628,546
46	Other vehicles . . ,,	1st half	4,213,143	246,801	571,410	2,455,167	1,098,852	1,043,266	80,529	2,548,830	650,712
		2nd ,,	4,151,968	205,654	594,109	3,038,785	947,768	939,562	90,752	2,728,873	724,567
47	Brake-vans . . ,,	1st half	4,870,082	374,838	683,327	3,142,398	1,064,487	582,934	263,363	3,493,503	887,192
		2nd ,,	5,045,855	398,332	697,543	3,127,008	964,537	590,896	169,318	3,600,755	901,201
48	Total . . . ,,	1st half	45,492,106	4,954,337	5,822,698	24,678,993	10,760,460	8,340,501	2,360,359	26,120,881	8,369,906
		2nd ,,	44,088,184	4,978,602	5,507,917	24,210,128	10,474,405	8,227,646	2,160,038	26,498,451	8,086,361
	Average number of vehicles in a coaching train—										
49	1st class . . *No.*	1st half	1·66	1·76	2·36	1·31	1·69	1·25	1·25	1·65	1·91
		2nd ,,	1·64	1·65	2·23	1·40	1·74	1·34	1·43	1·67	0·98
50	2nd ,, . . . ,,	1st half	1·72	2·08	2·17	1·29	1·45	1·22	1·18	2·10	1·78
		2nd ,,	1·69	2·01	2·07	1·36	1·57	1·21	1·27	2·06	1·68
51	3rd or intermediate class ,,	1st half	1·65	1·37		1·16	1·58	2·23	...	(*a*)0·94	1·29
		2nd ,,	1·50	1·30	8·73	1·23	1·43	2·15	...	(*a*)0·91	1·18
52	4th or lowest ,, ,,	1st half	11·34	14·91	7·80	8·71	10·05	7·93	17·03	(*b*)6·30	7·73
		2nd ,,	10·93	13·49		7·68	9·24	7·90	15·04	(*b*)5·97	7·30
53	Other vehicles . . ,,	1st half	1·89	1·15	1·66	1·60	1·89	1·97	0·78	1·40	1·12
		2nd ,,	1·87	1·14	1·70	1·96	1·55	1·77	0·85	1·44	1·14
54	Brake-vans . . ,,	1st half	2·19	1·74	1·99	2·05	1·83	1·10	2·54	1·91	1·53
		2nd ,,	2·28	1·70	2·00	2·02	1·57	1·11	1·58	1·89	1·42
55	Total . . . ,,	1st half	20·45	23·01	16·91	16·12	18·49	15·70	22·78	14·30	14·46
		2nd ,,	19·91	21·29	15·80	15·65	17·10	15·48	20·17	13·94	13·70
	Average earnings per coaching vehicle per mile—										
56	1st class . . . *Pies*	1st half	15·83	7·39	10·84	14·44	11·98	15·16	7·69	13·00	23·52
		2nd ,,	16·45	8·69	12·68	14·72	9·12	14·55	8·79	14·61	20·90
57	2nd ,, . . . ,,	1st half	19·86	7·50	16·10	19·54	17·86	17·78	18·44	18·13	36·53
		2nd ,,	20·04	9·94	17·72	17·14	13·72	18·38	18·02	17·89	31·72
58	3rd or intermediate class ,,	1st half	29·43	8·25	(*a*)52·90	26·91	12·86	28·58	...	(*a*)60·23	108·61
		2nd ,,	28·71	7·64	(*a*)39·84	28·87	12·15	28·39	...	(*a*)53·00	94·13
59	4th or lowest ,, ,,	1st half	57·74	35·63	(*b*)55·83	50·03	58·48	54·87	45·17	(*b*)50·40	68·74
		2nd ,,	49·39	28·41	(*b*)56·19	50·88	48·46	46·65	44·62	(*b*)45·64	62·18
60	Other vehicles . . ,,	1st half	40·36	62·08	50·08	41·65	32·34	27·09	43·05	55·51	88·94
		2nd ,,	44·01	57·85	46·89	43·20	34·23	27·85	60·08	51·29	75·71

(*a*) Third class by mail trains.
(*b*) Third class by other than mail trains.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1894.

GAUGE.		METRE GAUGE.											
BY GUARANTEE COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1894.	Progressive number.
XXIV.	XXX.	XXXVII.	XXXIX.	XLI.	XLIV.	XLVII.	XLVIII.	LII.	LXI. Jodhpore-Bickaneer.		LXII.		
Madras.	The Nizam's Guaranteed State railway system.	Bengal and North-Western railway system.	Rajputana Malwa.	Southern Mahratta railway system.	South Indian.	Eastern Bengal (state), including the Kaunia-Dharlla (2′ 6″ gauge) branch.	Burma (state).	Rohilkund and Kumaon railway system.	Jodhpore section.	Bickaneer section.	Bhávnagar-Gondal-Junágarh-Porbandar.		
2·11	3·05	0·67	1·06	1·20	0·67	1·61	1·19	1·14	0·56	0·37	1·15	1st half	36
2·53	2·58	0·51	0·79	1·27	0·63	1·24	1·15	1·41	0·53	0·83	0·96	2nd ,,	
6·82	11·44	1·06	3·17	3·66	5·02	3·34	6·36	6·02	3·19	1·58	6·10	1st half	37
5·98	10·90	1·01	3·12	3·65	5·13	3·50	6·20	5·21	2·31	0·52	5·76	2nd ,,	
...	(*a*)59·70	2·04	10·04	...	...	12·29	...	2·04	...	...	...	1st half	38
...	(*a*) 52·65	1·76	9·11	...	...	12·39	...	2·14	...	...	...	2nd ,,	
277·29	(*b*) 200·00	278·24	260·29	199·93	244·37	209·40	227·03	213·47	309·13	187·11	212·54	1st half	39
289·94	(*b*) 200·94	216·78	240·55	191·47	250·56	185·39	174·73	175·25	212·91	133·37	198·35	2nd ,,	
286·22	274·19	282·01	274·56	204·79	250·06	226·64	234·58	222·67	312·88	189·06	219·79	1st half	40
298·45	267·07	220·06	253·57	196·39	256·32	202·52	182·08	184·01	215·75	134·72	205·07	2nd ,,	
2·08	2·30	0·79	2·04	1·11	0·56	1·22	0·97	1·17	1·56	1·28	0·94	1st half	41
2·81	1·67	0·59	1·76	1·02	0·50	1·17	1·02	1·24	1·26	0·92	0·75	2nd ,,	
924,051	284,852	695,831	1,648,679	699,454	746,971	535,092	666,191	158,250	96,815	11,115	257,791	1st half	42
910,982	318,326	707,686	1,619,775	686,428	739,202	545,339	619,487	190,253	87,444	10,574	184,720	2nd ,,	
1,054,705	266,964	630,910	1,526,121	782,734	1,229,622	518,952	1,149,989	144,852	82,735	8,113	272,005	1st half	43
953,401	259,392	649,534	1,546,508	747,431	1,253,320	546,656	1,041,200	141,278	79,824	8,483	224,863	2nd ,,	
...	1,234,655	358,000	971,996	...	...	729,530	...	159,340	...	...	...	1st half	44
...		360,790	1,001,746	...	...	763,036	...	140,147	...	...	...	2nd ,,	
6,520,179	1,292,404	7,289,741	14,458,988	6,970,982	9,928,391	3,899,810	6,325,115	1,581,067	11,15,070	1,14,913	1,947,672	1st half	45
6,357,937		6,900,757	14,550,123	7,460,026	10,251,692	4,128,245	5,351,842	1,397,489	11,12,539	1,26,358	1,666,231	2nd ,,	
808,063	261,883	215,518	1,187,374	565,767	1,778,169	511,904	698,865	106,711	57,453	1,435	134,393	1st half	46
738,781	309,968	267,580	1,185,379	535,613	1,879,165	655,980	657,751	120,697	49,875	2,078	105,661	2nd ,,	
...	317,567	677,317	2,695,060	1,437,133	120,454	402,605	681,839	332,117	2,12,169	15,877	442,906	1st half	47
...	324,695	707,692	2,811,585	1,177,995	132,493	423,900	627,995	134,501	2,15,723	16,008	389,238	2nd ,,	
9,306,998	2,365,921	9,867,317	22,488,218	10,456,070	13,803,607	6,597,893	9,521,999	2,482,337	15,64,242	1,51,453	3,054,767	1st half	48
8,961,101	2,504,785	9,594,039	22,715,116	10,607,493	14,255,872	7,063,156	8,298,275	2,124,365	15,45,405	1,63,501	2,570,713	2nd ,,	
1·41	2·42	1·91	1·54	1·05	·91	1·61	1·41	1·85	1·45	1·27	1·59	1st half	49
1·40	2·74	1·74	1·48	1·02	0·92	1·55	1·38	2·18	1·07	1·06	1·20	2nd ,,	
1·61	2·28	1·73	1·43	1·17	1·66	1·56	2·44	1·70	1·24	0·93	1·68	1st half	50
1·47	2·24	1·60	1·42	1·11	1·56	1·55	2·31	1·62	0·98	0·85	1·46	2nd ,,	
...	10·50	0·98	0·91	...	...	2·20	...	1·87	...	...	...	1st half	51
...		0·89	0·92	...	...	2·17	...	1·61	...	...	...	2nd ,,	
9·96	11·14	19·97	13·51	10·46	13·37	11·73	13·43	18·52	16·70	13·12	12·02	1st half	52
9·78		16·97	13·35	11·12	12·79	11·73	11·90	16·04	13·68	12·70	10·82	2nd ,,	
1·24	2·22	0·59	1·11	0·85	2·39	1·54	1·48	1·25	0·86	0·16	0·83	1st half	53
1·13	2·67	0·66	1·09	0·80	2·34	1·86	1·46	1·39	0·61	0·21	0·69	2nd ,,	
...	2·70	1·85	2·52	2·15	0·16	1·21	1·45	3·89	3·17	1·81	2·73	1st half	54
...	2·79	1·74	2·58	1·76	0·17	1·21	1·40	1·54	2·65	1·61	2·52	2nd ,,	
14·22	20·12	27·03	21·02	15·68	18·59	19·85	20·21	29·08	23·42	17·29	18·85	1st half	55
13·78	21·58	23·60	20·84	15·81	17·78	20·07	18·45	24·38	18·99	16·43	16·69	2nd ,,	
17·38	19·77	7·18	9·40	13·20	7·28	13·81	11·72	17·11	6·91	5·24	7·80	1st half	56
18·85	14·19	6·12	7·07	14·36	8·06	11·48	11·82	18·26	8·90	14·05	8·48	2nd ,,	
22·21	24·60	6·15	13·56	16·74	11·90	13·86	14·34	35·65	15·44	10·29	18·72	1st half	57
21·17	23·71	6·19	13·12	17·23	12·81	13·83	14·72	35·93	14·14	3·66	20·18	2nd ,,	
...	52·31	10·03	33·10	...	...	17·55	...	4·37	...	...	...	1st half	58
...		9·60	29·67	...	...	17·40	...	5·32	...	...	...	2nd ,,	
45·55	47·91	27·87	38·43	38·24	36·49	44·71	50·73	25·04	37·03	28·52	48·64	1st half	59
48·51		25·55	36·02	34·43	39·17	39·66	44·05	24·01	31·14	21·00	50·41	2nd ,,	
63·40	48·15	61·44	57·33	58·43	12·67	38·77	21·42	56·09	69·35	322·71	53·40	1st half	60
77·52	27·16	42·62	55·40	56·92	12·16	31·87	24·26	58·55	73·96	171·72	51·67	2nd ,,	

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1894.

STANDARD

Progressive number.	Headings.	1894.	State lines worked by Companies. I. East Indian railway system.	II. Bengal-Nágpur.	III. Indian Midland railway system.	State lines worked by the State. X. North-Western (state) railway, excluding military lines.	XII. Oudh and Rohilkhand (state).	XIII. Eastern Bengal (state).	XVI. East Coast (state).	Lines worked by ted Com XXII. Great Indian Peninsula railway system.	XXIII. Bombay, Baroda and Central India.
	COACHING TRAFFIC—*contd.*										
	Vehicles and Vehicle-mileage —*concld.*										
	Carrying capacity hauled one mile (excluding brakes)—										
61	1st class . . . *Seats*	1st half	45,469,698	5,103,302	11,562,360	27,770,477	19,144,734	14,698,766	1,683,192	42,286,195	13,793,075
		2nd ,,	48,607,513	5,250,245	11,042,364	29,931,703	20,654,249	15,303,992	1,979,052	44,387,042	14,534,815
62	2nd ,, ... ,,	1st half	91,973,979	7,612,721	16,123,452	40,298,044	20,274,980	17,827,896	2,077,584	101,178,003	45,350,174
		2nd ,,	85,269,340	7,980,503	15,564,576 (*a*)	42,483,245	22,908,121	17,655,146	2,312,070	103,013,682 (*a*)	47,004,827
63	3rd or intermediate class ,,	1st half	192,016,440	11,238,631	57,299,660 (*a*)	60,021,587	31,637,712	63,371,516	...	85,733,950 (*a*)	47,319,622
		2nd ,,	179,427,285	11,498,973	56,958,159 (*b*)	69,526,401	30,668,124	61,559,392	...	86,758,950 (*b*)	49,592,380
64	4th or lowest ,, ,,	1st half	1,412,574,255	154,613,462	112,976,903 (*b*)	712,520,477	320,657,567	242,824,940	83,038,864	575,031,950 (*b*)	279,636,858
		2nd ,,	1,402,456,119	152,116,555	99,105,020	635,181,905	317,623,004	246,021,774	88,212,334	567,396,100	292,590,508
65	Other vehicles . . *Tons*	1st half	52,266,398	802,555	2,413,246	31,723,903	19,563,656	7,982,997	975,617	11,302,419	2,186,392
		2nd ,,	47,505,788	815,854	2,558,097	34,080,822	15,505,468	7,051,660	1,781,352	11,599,227	2,434,545
	Percentage of freight upon capacity hauled—										
66	1st class . . *Per cent.*	1st half	8·28	3·71	6·83	9·22	5·33	5·02	4·99	8·40	10·08
		2nd ,,	7·89	4·45	8·10	9·65	4·16	5·33	5·72	9·46	9·01
67	2nd ,, . . . ,,	1st half	12·64	7·05	15·43	22·46	15·14	11·20	18·65	19·73	18·29
		2nd ,,	14·88	14·95	18·36	17·22	11·29	10·84	18·28	15·86	15·04
68	3rd or intermediate class ,,	1st half	15·98	7·64	(*a*) 30·59	25·53	9·31	17·10	...	(*a*) 40·17	57·04
		2nd ,,	15·75	7·17	(*a*) 25·75	26·02	8·84	17·38	...	(*a*) 35·34	47·45
69	4th or lowest ,, ,,	1st half	41·07	37·07	(*b*) 39·23	40·64	41·95	37·24	53·72	(*b*) 41·71	46·86
		2nd ,,	33·99	29·52	(*b*) 36·16	41·73	34·55	30·87	41·15	(*b*) 38·00	41·72
70	Other vehicles . . ,,	1st half	10·52	47·53	34·88	9·05	4·35	7·15	6·22	31·87	86·33
		2nd ,,	12·53	43·35	29·36	11·46	4·94	7·34	5·82	29·15	68·32
	Weight of Train and Ton-mileage—										
	Gross ton-mileage of all coaching trains—										
71	Freight . . . *Ton-miles.*	1st half	43,452,222	3,934,166	4,830,967	22,141,483	9,445,236	6,879,610	2,776,149	22,012,148	12,872,661
		2nd ,,	37,652,741	3,216,267	4,098,784	21,765,943	7,801,166	5,951,043	2,326,713	19,882,124	11,095,588
72	Dead weight . . . ,,	1st half	516,876,739	67,179,360	82,656,998	351,706,965	140,506,659	105,724,700	30,674,935	374,569,578	126,163,564
		2nd ,,	508,152,510	68,957,483	79,635,517	347,143,930	141,026,271	105,478,154	31,523,681	383,759,428	133,884,924
73	Total . . . . ,,	1st half	560,328,961	71,113,526	87,487,965	373,848,448	149,951,895	112,604,310	33,451,084	396,581,726	138,336,225
		2nd ,,	545,805,251	72,173,750	83,734,301	368,909,873	148,837,437	111,429,197	33,850,394	403,641,552	144,980,512
	Average weight of a coaching train—										
74	Freight . . . . *Tons*	1st half	19·54	18·27	14·03	14·46	16·23	13·00	26·80	12·05	21·03
		2nd ,,	17·00	13·75	11·76	14·07	12·74	11·20	21·74	10·46	17·50
75	Dead weight . . . ,,	1st half	232·38	312·05	239·99	229·76	241·38	199·79	296·13	205·68	217·95
		2nd ,,	229·44	294·90	228·39	224·36	230·26	198·45	294·52	201·94	211·18
76	Total . . . . ,,	1st half	251·92	330·32	254·02	244·22	257·61	212·79	322·93	217·13	238·98
		2nd ,,	246·44	308·65	240·15	238·43	243·00	209·65	316·26	212·40	228·68
	Cost of Working and Profit—										
77	Average cost of hauling a coaching train one mile . . *R*	1st half	1·01	1·49	1·60	1·42	1·28	1·52	3·04	1·37	1·28
		2nd ,,	0·99	2·15	1·60	1·37	1·15	1·05	2·27	1·92	1·68
78	Average cost of hauling a coaching vehicle with its load one mile . . . . *Pies*	1st half	10·65	12·46	20·53	19·36	14·76	19·94	28·85	21·19	18·99
		2nd ,,	10·76	21·03	22·33	19·30	14·25	13·97	23·41	30·59	26·32
	Average cost of hauling a coaching unit one mile—										
79	Per passenger unit . . *Pies*	1st half	0·63	0·99	1·45	1·18	0·92	1·32	1·29	1·41	0·78
		2nd ,,	0·73	1·92	1·75	1·21	1·08	1·07	1·21	2·29	1·23
80	Other traffic per ton . ,,	1st half	7·36	8·91	13·12	14·90	14·37	30·19	39·23	16·21	5·87
		2nd ,,	6·90	15·98	16·29	13·65	13·94	21·29	20·81	26·23	9·77
81	Average profit on working a coaching train one mile . *R*	1st half	3·37	1·86	1·64	1·59	2·45	1·57	1·30	1·29	3·20
		2nd ,,	2·81	0·42	1·17	1·52	1·74	1·66	1·68	0·45	2·10
	Average profit on working a coaching vehicle one mile—										
82	1st class . . . . *Pies*	1st half	5·18	—5·07	—9·69	—4·92	—2·78	—4·78	21·16	—8·19	4·32
		2nd ,,	5·69	—12·34	—9·65	—4·58	—5·13	—0·58	—14·62	—15·98	—5·42
83	2nd ,, ... ,,	1st half	9·21	—4·96	—4·43	0·18	3·10	—2·16	10·41	—3·06	17·54
		2nd ,,	11·28	—11·09	—4·61	—2·16	—0·53	4·41	—5·39	—12·70	·40
84	3rd or intermediate class ,,	1st half	18·78	—4·21	(*a*) 32·37	7·55	—1·90	8·64	...	(*a*) 39·04	89·62
		2nd ,,	17·95	—13·39	(*a*) 17·51	9·57	—2·10	14·62	...	(*a*) 22·41	67·81
85	4th or lowest ,, ,,	1st half	47·09	23·17	(*b*) 35·30	30·67	43·72	34·93	16·32	(*b*) 29·21	49·75
		2nd ,,	38·63	7·38	(*b*) 33·86	31·58	34·21	32·68	21·21	(*b*) 15·05	35·86
86	Other vehicles . . . ,,	1st half	29·71	49·62	29·55	22·29	17·58	7·15	14·20	34·32	69·95
		2nd ,,	33·25	36·82	24·56	23·90	19·98	13·88	36·67	20·70	49·39

(*a*) Third class by mail trains.
(*b*) Third class by other than mail trains.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1894.

GAUGE.		METRE GAUGE.											
GUARANTEED COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1894.	Progressive number.
XXIV. Madras.	XXX. The Njzam's Guaranteed State railway system.	XXXVII. Bengal and North-Western railway system.	XXXIX. Rajputana-Malwa.	XLI. Southern Mahratta railway system.	XLIV. South Indian.	XLVII. Eastern Bengal (state), including the Kaunia-Dharlia (2′ 6″ gauge) branch.	XLVIII. Burma (state).	LII. Rohilkund and Kumaon railway system.	LXI. Jodhpore-Bickaneer. Jodhpore section.	LXI. Jodhpore-Bickaneer. Bickaneer section.	LXII. Bhávnagar-Gondal-Junágarh-Porbandar.		
9,280,946	3,635,940	8,878,386	17,426,537	6,782,419	8,871,120	6,412,652	6,490,444	1,899,000	1,133,409	128,616	3,192,165	1st half	61
9,439,010	4,041,927	9,009,306	17,311,858	6,824,491	9,226,396	6,491,576	5,800,184	2,283,042	1,038,834	126,173	2,238,414	2nd ,,	
21,192,528	4,587,636	9,420,598	19,076,513	11,501,709	17,246,005	6,227,424	18,980,179	1,738,224	1,047,406	98,052	4,963,640	1st half	62
18,832,660	4,446,669	9,675,636	19,826,258	11,241,447	18,684,549	6,559,878	16,929,305	1,695,330	996,186	103,188	3,738,582	2nd ,,	
...		8,592,000	24,338,780	...	...	17,258,840	...	3,221,360	...	...	...	1st half	63
...	74,554,668	8,658,960	25,811,622	...	...	18,073,840	...	2,773,384	...	...	...	2nd ,,	
334,745,990	77,504,729	226,159,278	464,969,147	238,615,664	342,912,046	124,897,460	246,017,654	48,380,550	35,682,240	3,677,216	65,682,102	1st half	64
324,318,366		213,599,191	473,592,735	263,359,579	368,460,773	132,435,752	212,396,081	43,086,041	35,505,429	4,040,033	56,290,752	2nd ,,	
3,195,734	2,541,683	593,184	6,293,082	1,572,832	7,067,091	1,366,686	3,233,047	349,470	154,380	5,740	358,829	1st half	65
2,862,428	3,057,588	725,399	7,630,650	1,489,004	7,496,919	1,878,944	3,037,080	416,205	165,299	8,799	282,115	2nd ,,	
14·85	9·87	2·74	6·50	11·79	5·65	8·34	8·65	5·13	3·28	2·51	5·88	1st half	66
17·45	7·43	2·28	5·00	12·49	5·46	6·75	8·95	5·38	4·16	6·54	6·61	2nd ,,	
21·06	29·31	4·11	17·76	21·19	21·60	17·85	15·78	29·57	20·32	14·19	19·91	1st half	67
20·65	28·44	4·23	17·14	21·81	22·01	18·76	16·46	26·78	18·88	5·02	23·74	2nd ,,	
...		8·66	44·16	...	...	23·66	...	5·42	...	...	...	1st half	68
...	40·96	8·28	38·46	...	...	24·13	...	6·72	...	...	...	2nd ,,	
54·21	37·98	44·91	59·89	55·86	52·90	55·72	43·48	37·66	58·85	44·57	52·44	1st half	69
58·13		41·26	55·36	48·77	54·50	49·27	37·00	35·44	48·78	32·84	54·26	2nd ,,	
42·57	10·64	48·68	34·62	47·00	5·83	29·56	14·15	28·54	67·64	194·86	42·51	1st half	70
65·24	6·33	33·06	25·19	45·77	5·37	21·91	15·08	26·01	61·82	103·78	41·17	2nd ,,	
12,742,334	2,246,079	6,482,283	19,916,235	9,011,584	11,644,623	4,967,386	7,171,558	1,254,329	1,363,801	110,954	2,317,155	1st half	71
13,615,274	2,090,673	5,624,490	18,605,542	8,668,986	12,830,506	4,730,420	5,447,812	1,084,172	1,160,820	89,987	2,034,519	2nd ,,	
118,963,095	29,732,112	58,843,195	136,208,539	89,489,671	103,499,234	41,193,283	76,358,587	15,248,103	11,622,254	1,221,803	21,434,522	1st half	72
115,909,377	30,888,994	58,991,062	142,938,224	92,269,873	111,682,456	43,980,329	69,258,033	13,642,184	12,125,973	1,336,521	18,641,209	2nd ,,	
131,705,429	31,978,191	65,325,478	156,124,774	98,501,255	115,143,857	46,160,669	83,530,145	16,502,432	12,986,055	1,332,757	23,748,677	1st half	73
129,524,651	32,979,667	64,615,552	161,543,766	100,938,859	124,512,962	48,710,749	74,705,845	14,726,356	13,286,793	1,426,508	20,675,788	2nd ,,	
19·47	19·10	17·76	18·62	13·52	15·69	14·94	15·22	14·69	20·42	12·67	14·30	1st half	74
20·94	18·01	13·83	17·07	12·92	16·01	13·44	12·11	12·44	14·27	9·04	13·21	2nd ,,	
181·80	252·86	161·22	127·31	134·23	139·42	123·94	162·06	178·64	174·04	139·49	132·23	1st half	75
178·26	266·14	145·99	131·16	137·56	139·35	124·97	153·99	156·58	149·05	134·34	121·06	2nd ,,	
201·27	271·96	178·98	145·93	147·75	155·11	138·88	177·28	193·33	194·46	152·16	146·53	1st half	76
199·20	284·15	158·92	148·23	150·48	155·36	138·41	166·10	169·02	163·32	143·38	134·27	2nd ,,	
1·51	1·88	0·92	0·79	1·32	1·48	1·03	1·51	1·26	1·14	1·07	1·45	1st half	77
1·52	1·89	1·05	0·99	1·61	1·40	0·94	2·04	1·18	1·25	1·03	2·06	2nd ,,	
20·31	20·68	6·99	8·20	18·68	15·46	10·64	15·42	9·59	10·85	13·32	17·32	1st half	78
21·15	19·36	9·25	10·43	21·93	15·26	9·54	22·97	9·93	14·66	13·21	27·91	2nd ,,	
0·92	1·16	0·61	0·51	1·16	1·01	0·81	1·15	1·02	0·67	1·06	1·21	1st half	79
0·89	1·20	0·89	0·70	1·49	0·93	0·81	2·00	1·16	1·06	1·42	1·84	2nd ,,	
11·96	17·96	5·78	5·18	13·08	59·94	12·83	19·89	11·48	6·82	3·79	15·06	1st half	80
9·12	26·31	10·70	7·24	15·42	60·96	14·18	27·78	10·26	8·67	4·80	24·74	2nd ,,	
1·58	2·08	2·35	2·58	1·20	1·36	2·44	2·47	2·04	2·54	1·24	2·05	1st half	81
1·71	1·75	1·51	2·12	0·80	1·50	2·19	1·14	1·80	1·33	0·65	1·17	2nd ,,	
—2·93	—0·91	0·19	1·20	—5·48	—8·18	3·17	—3·79	7·52	—3·94	—8·08	—9·52	1st half	82
—2·30	—5·17	—3·13	—3·36	—7·57	—7·29	1·94	—11·15	8·33	—5·76	0·84	—19·43	2nd ,,	
1·90	3·92	—0·84	5·36	—1·94	—3·56	3·22	—1·08	26·06	4·59	—3·03	1·40	1st half	83
0·02	4·35	—3·06	2·69	—4·70	—2·45	4·29	—8·25	26·00	—0·52	—9·55	—7·73	2nd ,,	
...		3·04	24·90	...	...	6·91	...	—5·22	...	...	...	1st half	84
...	31·63	0·35	19·24	...	...	7·86	...	—4·61	...	...	...	2nd ,,	
25·24	28·55	20·88	30·23	19·56	21·03	34·07	35·31	15·45	26·18	15·20	31·32	1st half	85
27·36		16·30	25·59	12·50	23·91	30·12	21·08	14·08	16·48	7·79	22·50	2nd ,,	
43·09	27·27	54·45	49·13	39·75	—2·79	28·13	6·00	46·50	58·50	309·39	36·08	1st half	86
56·37	7·80	33·37	44·97	34·99	—3·10	22·33	1·29	48·62	59·30	158·51	23·76	2nd ,,	

APPENDIX
STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1894.

Progressive number.	Headings.	1894.	STANDARD								
			State lines worked by Companies.			State lines worked by the State.				Lines worked by Gu Compa	
			I. East Indian railway system.	II. Bengal-Nágpur.	III. Indian Midland railway system.	X. North Western (state) railway excluding military lines.	XII. Oudh and Rohilkhand (state).	XIII. Eastern Bengal (state).	XVI. East Coast (state).	XXII. Great Indian Peninsula railway system.	XXIII. Bombay, Baroda and Central India.
	COACHING TRAFFIC—*concld.*										
	Cost of Working and Profit—*concld.*										
	Average profit on working a coaching unit one mile—										
87	Per passenger unit . . . *Pies*	1st half	2·08	1·10	1·40	1·29	1·77	1·42	0·55	1·25	1·84
		2nd „	2·02	0·20	1·15	1·27	1·58	1·74	0·84	0·43	1·40
88	Other traffic per ton . . „	1st half	23·57	31·25	20·87	20·73	27·40	19·34	17·88	23·07	24·79
		2nd „	23·79	27·48	20·80	19·90	28·40	29·26	31·75	15·17	23·21
	GOODS TRAFFIC.										
	Gross receipts and train mileage—										
89	Receipts from goods traffic *R*	1st half	1,00,33,755	31,01,259	19,87,039	1,06,19,893	32,65,395	15,78,799	2,33,074	1,80,21,197	67,76,270
		2nd „	1,63,22,124	16,18,296	15,63,189	98,33,464	30,84,261	37,02,130	2,35,920	85,17,587	38,05,629
90	Goods train-miles run . *No.*	1st half	3,388,101	668,423	481,625	2,652,786	910,837	368,890	153,040	3,453,650	771,862
		2nd „	3,088,404	490,072	379,220	2,342,458	956,118	584,174	158,868	1,993,593	478,978
91	Average goods receipts per train-mile . . . *R*	1st half	5·62	4·77	4·13	4·00	3·59	4·28	1·52	5·22	8·78
		2nd „	5·28	3·30	4·12	4·20	3·23	6·34	1·49	4·27	7·95
	Units and Unit-mileage—										
92	Tons of goods carried one mile . . . *Ton-miles*	1st half	729,034,648	93,449,252	59,622,582	382,099,258	99,130,467	40,431,049	13,204,263	413,554,582	174,253,297
		2nd „	622,493,623	48,512,827	41,800,752	333,031,802	115,479,144	75,712,015	12,850,882	195,618,229	90,465,026
93	Average sum received for carrying a ton one mile *Pies*	1st half	5·01	6·56	6·40	5·34	6·32	7·50	3·39	8·37	7·47
		2nd „	5·03	6·40	7·18	5·67	5·13	9·39	3·52	8·36	8·08
94	Average number of tons in a train . . . *Tons*	1st half	215·17	139·81	123·79	144·04	108·83	109·60	86·28	119·74	225·76
		2nd „	201·56	98·99	110·23	142·17	120·78	129·61	80·89	98·12	188·87
	Vehicles and vehicle-mileage—										
	Number of goods vehicles hauled one mile—										
95	Loaded . . . *Vehicle-miles*	1st half	79,345,359	10,856,459	8,319,413	46,780,513	18,819,938	6,894,884	1,250,350	54,712,426	22,250,054
		2nd „	66,174,686	6,544,534	5,471,807	42,099,620	17,039,196	11,705,218	1,475,096	30,979,337	13,635,714
96	Empty . . . „	1st half	29,888,800	5,831,793	4,948,322	21,021,939	6,691,964	2,025,926	593,916	22,430,082	7,550,970
		2nd „	25,850,571	3,497,338	3,469,292	17,486,835	8,425,877	6,859,352	935,931	10,938,019	2,884,869
97	Brake-vans . . . „	1st half	2,953,323	1,197,918	874,683	2,720,693	1,365,178	366,211	42,893	6,605,017	623,514
		2nd „	2,689,869	800,519	667,441	2,515,971	1,171,664	580,138	202,896	3,833,813	299,694
98	Total . . . „	1st half	112,187,482	17,886,170	14,142,418	70,523,145	26,877,080	9,287,021	1,887,159	83,747,525	30,424,538
		2nd „	94,715,126	10,842,411	9,608,540	62,101,526	26,656,737	19,144,608	2,613,833	45,751,169	16,819,777
	Average number of vehicles on a goods train—										
99	Freight vehicles . . . *No.*	1st half	32·24	24·97	27·55	25·56	28·01	24·18	12·05	22·34	38·61
		2nd „	29·80	20·49	23·58	25·44	26·65	31·78	15·18	21·03	34·49
100	Brake-vans . . . . „	1st half	0·87	1·79	1·81	1·03	1·50	0·99	0·28	1·91	0·81
		2nd „	0·87	1·63	1·76	1·07	1·23	0·99	1·28	1·92	0·63
101	Total . . . . . „	1st half	33·11	26·76	29·36	26·59	29·51	25·17	12·33	24·25	39·42
		2nd „	30·67	22·12	25·34	26·51	27·88	32·77	16·46	22·95	35·12
102	Average earnings per goods vehicle per mile (excluding brakes) . . . . *Pies*	1st half	33·46	36·72	28·75	30·07	24·58	33·98	24·26	44·85	43·66
		2nd „	34·05	30·94	33·57	31·69	23·24	38·29	18·79	39·01	44·23
103	Carrying capacity hauled one mile (excluding brakes) . *Tons*	1st half	1,347,552,297	212,722,515	148,345,950	785,766,935	270,382,569	94,093,908	19,866,997	853,998,356	337,905,295
		2nd „	1,155,737,932	128,086,574	101,024,369	714,534,743	274,233,115	193,984,365	31,523,820	462,098,437	186,800,354
104	Percentage of freight upon capacity hauled . . *Per cent.*	1st half	54·10	43·93	40·19	48·63	36·66	42·97	66·46	48·43	51·57
		2nd „	53·86	37·87	41·38	46·61	42·11	39·03	40·77	42·33	48·43
105	Average load of a goods vehicle (including both loaded and empty) . . . *Tons*	1st half	6·67	5·60	4·49	5·64	3·88	4·53	7·16	5·36	5·85
		2nd „	6·76	4·83	4·68	5·59	4·53	4·08	5·33	4·67	5·48
106	Average load of a loaded goods vehicle . . . . „	1st half	9·19	8·61	7·17	8·17	5·27	5·86	10·56	7·56	7·83
		2nd „	9·41	7·41	7·64	7·91	6·77	6·47	8·71	6·31	6·63
	Weight of Train and Ton-mileage—										
	Gross ton-mileage of all goods trains—										
107	Freight . . . . *Tons.*	1st half	729,034,648	93,449,252	59,622,582	382,099,258	99,130,467	40,431,049	13,204,263	413,554,582	174,253,297
		2nd „	622,493,623	48,512,827	41,800,752	333,031,802	115,479,144	75,712,015	12,850,882	195,618,229	90,465,026
108	Dead-weight . . . . „	1st half	841,225,823	193,334,982	132,073,854	666,656,694	217,361,514	82,681,104	24,852,572	759,037,918	234,668,981
		2nd „	738,353,099	122,798,727	94,532,237	593,382,083	223,470,463	162,166,893	32,991,965	421,571,376	131,305,082
109	Total . . . . . „	1st half	1,570,260,471	286,784,234	191,696,436	1,048,755,952	316,491,981	123,112,153	38,056,835	1,172,592,500	408,922,278
		2nd „	1,360,847,722	171,221,554	136,332,989	926,413,885	338,949,607	237,878,908	44,942,847	617,189,605	221,770,108

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1894.

GAUGE.		METRE GAUGE.											
ARANTEED NES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1894.	Progressive number.
XXIV. Madras.	XXX. The Nizam's Guaranteed State railway system.	XXXVII. Bengal and North-Western railway system.	XXXIX. Rajputana-Malwa.	XLI. Southern Mahratta railway system.	XLIV. South Indian.	XLVII. Eastern Bengal (state), including the Kaunia-Dharlia (2′ 6″ gauge) branch.	XLVIII. Burma (state).	LII. Rohilkund and Kumaon railway system.	LXI. Jodhpore-Bickaneer. Jodhpore section.	LXI. Jodhpore-Bickaneer. Bickaneer section.	LXII. Bhávnagar-Gondal-Junágarh-Porbandar.		
0·88	1·22	1·48	1·61	0·96	1·05	1·87	1·97	1·51	1·40	1·00	1·65	1st half	87
0·89	1·14	1·21	1·42	0·63	1·13	1·87	1·15	1·51	1·02	0·69	1·01	2nd „	
25·70	28·67	40·08	26·06	31·64	—5·28	36·29	12·83	48·52	31·34	37·61	31·99	1st half	88
22·20	17·19	36·85	26·93	29·31	—4·19	36·62	7·07	55·02	27·43	34·27	22·26	2nd „	
30,09,227	11,69,023	16,29,766	1,05,26,379	26,44,065	17,52,125	12,61,186	18,09,771	4,19,429	4,13,891	19,406	6,31,585	1st half	89
29,75,904	11,37,440	10,57,965	71,72,487	19,05,953	19,39,907	16,80,562	10,03,717	3,35,354	1,97,561	16,154	2,57,287	2nd „	
629,289	209,563	511,093	2,842,358	1,059,923	821,043	432,879	561,506	179,167	1,16,466	7,118	172,841	1st half	90
583,876	229,146	406,666	2,140,033	837,649	889,613	480,295	396,980	181,032	68,039	6,146	87,427	2nd „	
4·78	5·58	3·19	3·70	2·49	2·13	2·91	3·22	2·34	3·55	2·73	3·65	1st half	91
5·10	4·96	2·60	3·35	2·28	2·18	3·50	2·53	1·85	2·90	2·63	2·94	2nd „	
67,443,005	31,515,061	49,032,341	326,562,406	67,127,831	43,937,923	28,257,161	47,907,774	14,055,621	8,757,991	2,76,722	10,925,471	1st half	92
67,058,462	31,032,824	33,410,386	210,738,665	51,628,138	48,522,620	28,869,500	29,221,054	11,832,660	3,320,924	2,15,495	5,327,556	2nd „	
8·57	7·12	6·38	6·19	7·56	7·66	8·57	8·92	5·73	9·07	13·46	11·10	1st half	93
8·52	7·04	6·08	6·53	7·09	7·68	11·18	6·60	5·44	11·42	14·39	9·27	2nd „	
107·17	156·37	95·94	114·89	63·33	53·51	65·28	85·32	78·45	75,20	38·88	63·21	1st half	94
114·85	135·43	82·17	98·48	61·63	54·54	60·11	73·61	65·36	48·81	35·06	60·94	2nd „	
10,818,411	2,866,118	10,404,443	52,211,211	15,474,229	10,350,172	9,285,358	10,305,993	2,849,583	1,868,226	79,722	3,328,753	1st half	95
10,873,000	3,305,454	7,355,487	37,979,984	11,677,017	11,249,545	9,697,797	7,107,754	3,108,618	8,81,097	64,053	1,413,596	2nd „	
2,516,073	1,732,612	3,160,322	16,544,980	5,565,080	4,083,902	2,335,490	5,598,081	1,758,301	7,33,455	52,805	1,174,927	1st half	96
2,451,585	2,047,952	2,325,172	13,509,883	3,675,353	4,256,614	3,560,334	3,337,572	1,339,609	3,99,337	37,001	713,911	2nd „	
2,500,218	280,254	841,544	2,603,704	1,357,377	486,968	458,587	989,064	100,597	41,735	...	125,556	1st half	97
2,487,897	348,376	674,665	1,809,481	1,027,266	552,709	505,886	675,033	271,103	5,500	...	43,850	2nd „	
15,834,702	4,878,984	14,406,309	71,359,895	22,396,686	14,921,042	12,079,435	16,893,138	4,708,481	2,643,416	1,32,527	4,629,236	1st half	98
15,812,482	5,701,782	10,355,324	53,299,348	16,379,636	16,058,868	13,764,017	11,120,359	4,719,330	1,285,934	1,01,056	2,171,357	2nd „	
21·19	21·94	26·54	24·19	19·85	17·58	26·84	28·33	25·72	22·34	18·62	26·06	1st half	99
22·82	23·36	23·81	24·06	18·33	17·43	27·60	26·31	24·57	18·82	16·44	24·34	2nd „	
3·97	1·34	1·65	0·92	1·28	0·59	1·06	1·76	0·56	0·36	...	0·72	1st half	100
4·26	1·52	1·66	0·85	1·22	0·62	1·05	1·70	1·50	0·08	...	0·50	2nd „	
25·16	23·28	28·19	25·11	21·13	18·17	27·90	30·09	26·28	22·70	18·62	26·78	1st half	101
27·68	24·88	25·47	24·91	19·55	18·05	28·65	28·01	26·07	18·90	16·44	24·84	2nd „	
43·33	48·81	23·07	29·39	24·13	23·31	20·84	26·88	17·48	30·54	28·11	26·93	1st half	102
42·88	40·79	20·98	26·75	23·84	24·02	24·34	18·45	14·47	29·62	30·69	23·22	2nd „	
146,913,286	51,922,828	118,332,788	491,427,017	128,066,507	86,957,428	64,565,552	106,981,927	30,027,209	15,438,544	7,96,378	24,680,166	1st half	103
146,611,676	60,236,892	83,469,169	357,140,783	92,592,355	93,656,681	73,346,429	65,480,817	29,462,170	76,83,585	6,10,252	11,658,738	2nd „	
45·91	60·70	41·44	66·45	52·42	50·53	43·77	44·78	46·81	56·73	34·75	44·27	1st half	104
45·74	51·52	40·03	59·01	55·76	51·81	39·36	44·62	40·16	43·22	35·31	45·70	2nd „	
5·06	6·85	3·61	4·75	3·19	3·04	2·43	3·01	3·05	3·37	2·09	2·43	1st half	105
5·03	5·80	3·45	4·09	3·36	3·13	2·18	2·80	2·66	2·59	2·13	2·50	2nd „	
6·23	11·00	4·71	6·25	4·34	4·25	3·04	4·65	4·93	4·69	3·47	3·28	1st half	106
6·17	3·39	4·54	5·55	4·42	4·31	2·98	4·11	3·81	3·77	3·36	3·77	2nd „	
67,443,005	31,515,061	49,032,341	326,562,406	67,127,831	43,937,923	28,257,161	47,907,774	14,055,621	8,757,991	276,722	10,925,471	1st half	107
67,058,462	31,032,824	33,410,386	210,738,665	51,628,138	48,522,620	28,869,500	29,221,054	11,832,660	33,20,924	215,495	5,327,556	2nd „	
147,509,204	45,074,447	69,817,487	402,455,052	120,602,463	86,909,462	56,034,456	85,947,182	22,051,051	14,522,217	770,421	20,794,133	1st half	108
147,163,907	51,495,243	51,183,944	303,909,794	90,322,760	94,071,040	63,854,097	54,965,903	22,964,340	7,542,992	617,380	9,949,469	2nd „	
214,952,209	76,589,508	118,849,828	729,017,458	187,730,294	130,847,385	84,291,617	133,854,956	36,106,672	23,280,208	1,047,143	31,719,604	1st half	109
214,222,369	82,528,067	84,594,330	514,648,459	141,950,898	142,593,660	92,723,597	84,186,957	34,797,000	10,863,916	832,875	15,277,025	2nd „	

APPENDIX
STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1894.

STANDARD

Progressive number.	Headings.	1894.	State lines worked by Companies. I. East Indian railway system.	II. Bengal-Nágpur.	III. Indian Midland railway system.	State lines worked by the State. X. North Western (state) railway excluding military lines.	XII. Oudh and Rohilkhand (state).	XIII. Eastern Bengal (state).	XVI. East Coast (state).	Lines worked by Tied Companies. XXII. Great Indian Peninsula railway system.	XXIII. Bombay, Baroda and Central India.
	GOODS TRAFFIC—*concld.*										
	WEIGHT OF TRAIN AND TON-MILEAGE—*concld.*										
	Average weight of a goods train—										
110	Freight . . . . *Tons*	1st half	215·17	139·81	123·79	144·04	108·83	109·69	86·28	119·74	225·76
		2nd „	201·56	98·99	110·23	142·17	120·78	129·61	80·89	98·12	188·87
111	Dead-weight . . . . „	1st half	248·29	289·24	274·23	251·30	238·64	224·13	162·39	219·78	304·03
		2nd „	239·07	250·39	249·28	253·32	233·73	277·60	202·00	211·47	274·13
112	Total . . . . „	1st half	463·46	429·05	398·02	395·34	347·47	333·73	248·67	339·52	529·79
		2nd „	440·63	349·38	359·51	395·49	354·51	407·21	282·89	309·59	463·00
	COST OF WORKING AND PROFIT—										
113	Average cost of hauling a goods train one mile . . . . *R*	1st half	1·86	1·94	2·50	2·30	1·73	2·38	2·34	2·14	2·83
		2nd „	1·77	2·43	2·40	2·27	1·68	2·03	2·03	2·80	3·41
114	Average cost of hauling a goods vehicle with its load one mile . . *Pies*	1st half	11·10	14·92	17·42	17·25	11·84	18·88	37·32	18·37	14·09
		2nd „	11·39	22·75	19·56	17·15	12·11	12·26	25·67	25·55	18·97
115	Average cost of hauling a goods unit (*viz.*, one ton) one mile . . . „	1st half	1·66	2·66	3·88	3·06	3·05	4·17	5·21	3·43	2·41
		2nd „	1·68	4·71	4·18	3·07	2·67	3·04	4·82	5·47	3·46
115a	Average cost of hauling a goods unit one mile, including interest on capital expended on open line at the rate of 5 per cent. per annum . . . „	1st half	3·55	6·70	8·05	5·91	6·41	8·37	11·43	5·84	4·43
		2nd „	3·84	11·54	9·59	6·24	5·64	5·94	11·95	9·62	6·63
116	Average profit on working a goods train one mile . . . . *R*	1st half	3·76	2·83	1·63	1·70	1·86	1·90	—0·82	3·08	5·95
		2nd „	3·51	0·87	1·72	1·93	1·55	4·31	—0·54	1·47	4·54
117	Average profit on working a goods vehicle with its load one mile . . *Pies*	1st half	22·36	21·80	11·33	12·82	12·74	15·10	—13·06	26·48	29·57
		2nd „	22·66	8·19	14·01	14·54	11·13	26·03	—6·88	13·46	25·26
118	Average profit on working a goods unit (*viz.*, one ton) one mile . . . „	1st half	3·35	3·90	2·52	2·28	3·27	3·33	—1·82	4·94	5·06
		2nd „	3·35	1·69	3·00	2·60	2·46	6·38	—1·30	2·89	4·62
	DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE.										
	Percentage on Total Earnings—										
119	Coaching traffic . . . *Per cent.*	1st half	33·36	17·00	35·21	29·47	38·86	43·60	60·99	21·67	27·01
		2nd „	33·46	24·49	37·24	30·28	35·89	26·49	56·88	34·18	37·70
120	Goods traffic . . . . „	1st half	65·22	75·30	62·63	67·96	58·51	42·14	31·59	78·09	70·62
		2nd „	64·90	65·98	60·33	66·62	62·47	62·99	31·76	64·53	59·90
121	Sundries, including telegraph . „	1st half	1·25	7·70	2·16	2·47	2·63	9·55	5·72	0·84	2·37
		2nd „	1·38	9·53	2·43	3·02	1·64	2·20	10·02	1·29	2·40
122	Steam-boat earnings . . . „	1st half	0·17	...	...	0·10	...	4·71	1·70	...	...
		2nd „	0·26	...	...	0·08	...	3·32	1·34	...	...
	TOTAL . „	1st half	100	100	100	100	100	100	100	100	100
		2nd „	100	100	100	100	100	100	100	100	100
	Percentage of Working Expenses on Total Earnings—										
123	Maintenance . . . . *Per cent.*	1st half	8·87	12·36	16·12	16·99	13·64	12·22	34·38	10·69	6·56
		2nd „	8·72	24·11	12·39	15·14	14·26	7·00	14·32	19·81	10·54
124	Locomotive expenses . . . „	1st half	8·00	10·58	16·98	19·58	11·67	10·26	30·87	17·07	12·65
		2nd „	8·19	15·89	18·09	18·71	13·63	7·69	33·08	26·73	16·88
125	Carriage and wagon expenses . „	1st half	2·29	2·53	3·90	6·37	6·25	5·54	2·87	3·70	2·98
		2nd „	2·75	3·90	4·72	6·56	5·43	4·20	4·74	6·54	4·66
126	Traffic expenses . . . . „	1st half	5·29	5·96	7·84	6·81	6·77	11·50	15·20	6·95	5·01
		2nd „	6·10	10·15	9·34	7·21	7·82	8·77	16·69	11·41	6·51
27	General charges . . . . „	1st half	3·23	7·21	7·76	3·39	3·71	5·44	8·49	3·00	3·05
		2nd „	3·90	13·21	10·07	3·27	4·02	3·75	9·54	5·34	4·45
128	Miscellaneous expenses . . „	1st half	2·94	1·07	4·83	1·02	0·76	1·57	1·75	2·24	1·45
		2nd „	2·13	4·06	4·57	1·02	3·33	2·54	2·76	1·35	1·59
129	Steam-boat expenses . . . „	1st half	0·13	...	...	0·21	...	3·59	2·28	...	...
		2nd „	0·19	...	...	0·13	...	2·74	2·28	...	...
130	TOTAL WORKING EXPENSES . „	1st half	30·75	39·71	57·43	54·37	42·80	50·12	96·24	43·65	31·70
		2nd „	31·98	71·32	59·18	52·04	48·49	36·69	83·41	71·18	44·63

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1894.

GAUGE.		METRE GAUGE.											
GUARANTEES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1894.	Progressive number.
XXIV. Madras.	XXX. The Nizam's Guaranteed State railway system.	XXXVII. Bengal and North-Western railway system.	XXXIX. Rajputana-Malwa.	XLI. Southern Mahratta railway system.	XLIV. South Indian.	XLVII. Eastern Bengal (state), including the Kaunia-Dharlia (2′ 6″ gauge) branch.	XLVIII. Burma (state).	LII. Rohilkund and Kumaon railway system.	LXI Jodhpore-Bickaneer. Jodhpore section.	LXI Jodhpore-Bickaneer. Bickaneer section.	LXII. Bhávnagar-Gondal-Junágarh-Porbandar.		
107·17	150·38	95·94	114·89	63·33	53·51	65·28	85·32	78·45	75·20	38·88	63·21	1st half	110
114·85	135·43	82·17	98·48	61·63	54·54	60·11	73·61	65·36	48·81	35·06	60·94	2nd „	
234·43	215·09	136·60	141·59	113·79	105·85	129·44	153·67	123·08	124·69	108·23	120·31	1st half	111
252·05	224·72	125·88	142·01	107·83	105·74	132·95	138·46	126·85	110·86	100·45	113·80	2nd „	
341·58	365·47	232·54	256·48	177·12	159·36	194·72	238·39	201·53	199·89	147·11	183·52	1st half	112
366·90	360·15	208·05	240·49	169·46	160·28	193·06	212·07	192·21	159·67	135·51	174·74	2nd „	
2·56	2·52	1·19	1·39	1·58	1·53	1·45	2·03	1·31	1·18	1·04	1·82	1st half	113
2·80	2·40	1·38	1·61	1·81	1·45	1·31	2·60	1·34	1·22	0·96	2·68	2nd „	
23·19	22·65	8·62	11·02	15·26	16·66	10·36	13·11	9·79	10·11	10·70	13·42	1st half	114
23·52	19·72	11·12	12·85	18·94	15·92	9·10	19·01	10·50	12·45	11·26	21·15	2nd „	
4·58	3·22	2·38	2·32	4·78	5·47	4·26	4·56	3·21	3·00	5·13	5·53	1st half	115
4·67	3·40	3·22	3·14	5·63	5·09	4·18	6·79	3·95	4·80	5·28	8·44	2nd „	
9·90	7·63	5·63	3·91	10·45	10·07	9·25	8·47	5·80	5·29	12·64	10·24	1st half	115a
10·05	8·00	7·42	5·69	12·21	9·28	9·14	12·38	6·99	8·99	13·24	15·65	2nd „	
2·22	3·06	2·00	2·31	0·91	0·69	1·46	1·19	1·03	2·37	1·69	1·83	1st half	116
2·30	2·56	1·22	1·74	0·47	0·73	2·19	—0·07	0·51	1·68	1·67	0·26	2nd „	
20·14	26·16	14·45	18·37	8·87	6·65	10·48	13·77	7·69	20·43	17·41	13·51	1st half	117
19·36	21·07	9·86	13·90	4·90	8·10	15·24	—0·56	3·97	17·17	19·43	2·07	2nd „	
3·99	3·90	4·00	3·87	2·78	2·19	4·31	4·36	2·52	6·07	8·33	5·57	1st half	118
3·85	3·64	2·86	3·39	1·46	2·59	7·00	—0·19	1·49	6·62	9·11	0·83	2nd „	
39·03	27·96	37·39	25·14	38·29	53·72	44·29	49·60	36·50	36·86	46·11	46·60	1st half	119
40·78	26·50	43·81	31·60	44·75	53·93	36·29	57·03	39·45	50·63	45·63	64·01	2nd „	
58·16	70·21	51·13	73·39	60·38	41·65	48·41	47·85	54·29	62·03	44·25	51·84	1st half	120
57·82	71·46	44·60	66·81	52·82	45·00	55·31	40·06	50·88	47·73	44·36	33·09	2nd „	
2·81	1·83	3·86	1·47	1·33	1·63	1·34	2·22	9·21	1·11	9·64	1·56	1st half	121
1·40	2·04	3·46	1·59	2·43	1·07	0·99	1·48	9·67	1·64	10·01	2·90	2nd „	
...	...	7·62	...	...	...	5·96	0·33	...	...	...	...	1st half	122
...	...	8·13	...	...	...	7·41	1·43	...	...	...	...	2nd „	
100	100	100	100	100	100	100	100	100	100	100	100	1st half	
100	100	100	100	100	100	100	100	100	100	100	100	2nd „	
11·21	14·87	9·51	5·84	15·06	14·48	10·18	13·26	13·46	7·49	13·68	16·60	1st half	123
11·45	16·77	12·27	6·92	20·04	11·65	8·30	27·05	16·13	13·66	14·41	25·93	2nd „	
18·26	12·26	7·40	15·03	20·63	21·48	10·33	16·44	12·75	15·81	20·23	12·73	1st half	124
18·81	12·02	9·75	17·42	24·05	21·69	9·05	21·04	13·99	19·71	23·17	17·18	2nd „	
7·17	2·84	1·94	3·26	4·24	8·08	2·58	4·71	3·31	1·07	1·37	2·40	1st half	125
6·63	3·21	2·71	4·99	5·36	7·28	2·46	8·59	3·59	1·69	1·90	3·69	2nd „	
8·63	6·89	6·37	5·44	9·54	9·06	9·14	9·56	8·57	4·23	6·81	9·06	1st half	126
8·22	7·46	9·45	7·22	11·54	8·33	7·55	13·72	10·07	6·81	8·36	12·14	2nd „	
5·53	8·78	6·37	4·29	9·33	7·58	4·96	5·37	9·73	3·08	4·32	7·93	1st half	127
5·43	9·26	8·68	5·96	11·19	7·13	3·90	7·87	11·83	3·89	5·26	12·71	2nd „	
1·03	0·81	1·47	0·47	0·75	0·75	1·08	0·98	5·16	1·41	0·19	—1·98	1st half	128
1·75	0·92	2·29	0·92	1·05	0·96	1·23	1·12	6·57	0·39	0·14	2·17	2nd „	
...	...	3·04	...	...	...	4·89	0·78	...	...	...	...	1st half	129
...	...	3·74	...	...	...	5·73	1·69	...	...	...	...	2nd „	
51·83	46·45	36·50	34·33	59·55	61·43	43·16	51·10	52·98	33·09	46·60	46·74	1st half	130
52·29	49·64	48·89	43·43	73·23	57·04	38·22	81·08	62·18	46·15	53·24	73·82	2nd „	

APPENDIX.
STATISTICS OF INDIAN WORKING

Half-years ended the 30th June and the 31st December 1894.

TABLE A.—MAINTENANCE OF WAY,

STANDARD

Progressive number.	Headings.	1894.	State lines worked by Companies. I. East Indian railway system.	II. Bengal-Nágpur.	III. Indian Midland railway system.	State lines worked by the State. X. North Western (state) railway excluding military lines.	XII. Oudh and Rohilkhand (state).	XIII. Eastern Bengal (state).	XVI. East Coast (state).	Lines worked by TEED Com XXII. Great Indian Peninsula railway system.	XXIII. Bombay, Baroda and Central India. (a)
	Mean age of lines on the 31st December 1894 . . . *Years*	...	26·99	6·27	7·49	18·64	17·26	20·44	1·05	28·61	(b)28·34
	PER MILE OF LINE MAINTAINED.										
131a	General superintendence (including office expenses) . . . ₹	1st half	154·98	112·99	115·25	127·45	112·72	167·71	191·58	168·92	174·73
		2nd „	180·33	133·32	112·54	134·40	115·32	191·23	23·24	179·54	204·62
132a	Maintenance and renewal of permanent way . . . . „	1st half	902·49	273·46	445·59	570·94	708·83	680·03	376·90	861·08	532·72
		2nd „	714·19	323·33	204·25	530·65	534·08	583·83	271·60	827·59	507·60
133a	Repairs of bridges, &c. . . „	1st half	104·24	73·70	57·50	310·66	62·87	160·80	86·74	177·53	278·25
		2nd „	76·52	67·79	51·84	235·74	127·97	47·84	17·13	215·73	303·50
134a	Conservancy of rivers . . . „	1st half	...	...	...	35·03	4·83	0·78	1·07	...	...
		2nd „	...	...	...	30·93	2·03	0·80	...	...	...
135a	Repairs of stations and buildings „	1st half	127·84	103·94	34·80	146·72	42·22	157·64	50·65	125·65	97·36
		2nd „	96·67	99·34	30·60	127·19	32·64	142·48	20·32	115·76	85·14
136a	Other charges (net) . . . „	1st half	132·15	43·90	43·38	319·49	85·80	59·48	251·80	322·55	159·36
		2nd „	119·69	63·07	37·92	211·40	71·46	55·06	2·83	415·59	200·53
137a	Total maintenance, &c. . . „	1st half	1,421·70	607·99	696·52	1,510·29	1,017·27	1,226·44	957·74	1,655·73	1,242·42
		2nd „	1,187·31	686·85	437·25	1,270·31	883·50	1,021·24	335·11	1,754·21	1,301·39
	PER MILE OF TRACK, INCLUDING SIDINGS.										
131b	General superintendence (including office expenses) . . . ₹	1st half	103·12	101·47	101·41	102·47	98·25	115·93	170·77	113·45	130·81
		2nd „	120·38	119·70	99·39	107·84	100·86	131·01	19·95	120·48	153·50
132b	Maintenance and renewal of permanent way . . . . „	1st half	600·50	245·55	392·06	459·06	617·84	470·07	335·95	578·30	398·79
		2nd „	476·65	290·30	180·39	425·79	467·15	399·96	233·16	555·33	380·78
133b	Repairs of bridges, &c. . . „	1st half	69·36	66·18	50·59	249·79	54·80	111·16	176·43	119·23	208·30
		2nd „	51·08	60·86	45·79	189·16	141·93	32·77	14·70	144·76	227·68
134b	Conservancy of rivers . . „	1st half	...	...	...	28·16	4·21	0·54	0·95	...	...
		2nd „	...	...	...	24·82	1·77	0·35	...	...	...
135b	Repairs of stations and buildings . „	1st half	85·06	93·34	30·62	117·97	36·80	108·97	45·15	84·38	72·88
		2nd „	64·52	89·19	27·02	102·05	28·55	97·61	17·44	77·68	63·86
136b	Other charges (net) . . . „	1st half	87·94	39·41	38·16	256·88	74·78	41·12	224·45	216·63	119·29
		2nd „	79·88	56·63	33·49	169·63	62·51	37·71	2·44	278·87	150·43
137b	Total maintenance, &c. . . „	1st half	945·98	545·95	612·84	1,214·33	886·68	847·79	853·70	1,111·99	930·07
		2nd „	792·31	616·68	386·68	1,019·29	772·77	699·61	287·69	1,177·12	976·25
	PER TOTAL TRAIN-MILE.										
131c	General superintendence (including office expenses) . . *Annas*	1st half	0·80	1·76	1·64	0·85	0·90	1·11	3·21	0·76	1·04
		2nd „	1·01	2·54	1·82	0·97	0·94	1·02	0·45	1·10	1·50
132c	Maintenance and renewal of permanent way . . . . „	1st half	4·69	4·27	6·34	3·84	5·68	4·52	6·29	3·89	3·16
		2nd „	3·98	6·15	3·30	3·84	4·34	3·13	5·19	5·07	3·72
133c	Repairs of bridges, &c. . . „	1st half	0·54	1·15	0·82	2·09	0·51	1·07	1·43	0·80	1·65
		2nd „	0·43	1·29	0·84	1·71	1·04	0·26	0·32	1·32	2·23
134c	Conservancy of rivers . . „	1st half	...	...	...	0·24	0·04	0·01	0·02	...	...
		2nd „	...	...	...	0·22	0·02	...	...	...	...
135c	Repairs of stations and buildings „	1st half	0·66	1·62	0·49	0·98	0·34	1·05	0·84	0·57	0·58
		2nd „	0·54	1·89	0·49	0·92	0·26	0·76	0·39	0·71	0·62
136c	Other charges (net) . . . „	1st half	0·69	0·68	0·62	2·15	0·69	0·39	4·21	1·46	0·94
		2nd „	0·66	1·20	0·61	1·53	0·58	0·29	0·05	2·54	1·47
137c	Total maintenance, &c. . . „	1st half	7·38	9·48	9·91	10·15	8·16	8·15	16·00	7·48	7·37
		2nd „	6·62	13·07	7·06	9·19	7·18	5·46	6·40	10·74	9·54
	PER 1,000 GROSS TON-MILES.										
131d	General superintendence (including office expenses) . . . ₹	1st half	0·13	0·27	0·30	0·16	0·18	0·27	0·72	0·16	0·16
		2nd „	0·18	0·47	0·38	0·18	0·19	0·20	0·09	0·26	0·29
132d	Maintenance and renewal of permanentway . . . . „	1st half	0·77	0·66	1·17	0·71	1·13	1·08	1·42	0·82	0·49
		2nd „	0·69	1·14	0·68	0·72	0·87	0·62	1·09	1·21	0·71
133d	Repairs of bridges, &c. . . „	1st half	0·09	0·18	0·15	0·38	0·10	0·25	0·32	0·17	0·26
		2nd „	0·08	0·24	0·17	0·32	0·21	0·05	0·07	0·31	0·42
134d	Conservancy of rivers . . „	1st half	...	...	...	0·04	0·01	...	...	...	...
		2nd „	...	...	...	0·04	...	...	...	...	...
135d	Repairs of stations and buildings „	1st half	0·11	0·25	0·09	0·18	0·07	0·25	0·19	0·12	0·09
		2nd „	0·09	0·35	0·10	0·18	0·05	0·16	0·09	0·17	0·12
136d	Other charges (net) . . . „	1st half	0·11	0·10	0·12	0·40	0·14	0·09	0·94	0·30	0·14
		2nd „	0·11	0·22	0·13	0·29	0·12	0·06	0·01	0·61	0·28
137d	Total maintenance, &c. . . „	1st half	1·21	1·46	1·83	1·87	1·63	1·94	3·59	1·57	1·14
		2nd „	1·15	2·42	1·46	1·73	1·44	1·09	1·35	2·56	1·82

A—*continued.*

RAILWAYS—(Part II)—*continued.*

EXPENSES.

WORKS AND STATIONS. Half-years ended the 30th June and the 31st December 1894

GAUGE.		METRE GAUGE.											
GUARANTEED.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1894.	Progressive number.
XXIV.	XXX.	XXXVII.	XXXIX.	XLI.	XLIV.	XLVII.	XLVIII.	LII.	LXI. Jodhpore-Bickaneer.		LXII.		
Madras.	The Nizam's Guaranteed State railway system.	Bengal and North-Western railway system.	Rajputana-Malwa. (*c*)	Southern Mahratta railway system.	South Indian.	Eastern Bengal (state), including the Kaunia-Dharla (2′ 6″ gauge) branch.	Burma (state).	Rohilkund and Kumaon railway system.	Jodhpore section.	Bickaneer section.	Bhávnagar Gondal-Junágarh-Porbandar.		
30·70	11·66	9·91	(*d*)15·30	(*e*)8·43	15·07 [a]	11·41	8·70	6·98	5·38	3·06	10·42	...	
174·86	138·03	97·75	101·91	91·91	116·05	121·05	134·51	68·60	17·90	12·35	101·39	1st half	131
155·86	137·67	93·90	105·56	91·77	125·85	129·07	131·91	71·95	17·26	12·88	82·70	2nd ,,	
245·16	434·03	200·34	291·82	205·58	379·05	188·56	335·39	191·12	112·74	94·59	310·18	1st half	132
262·32	413·29	164·95	208·93	238·69	268·49	194·69	620·08	178·78	124·12	103·95	313·99	2nd ,,	
51·41	59·53	35·72	6·73	48·51	32·51	53·27	94·66	34·59	1·98	...	60·16	1st half	133
58·60	98·12	30·72	23·80	43·31	30·85	31·75	57·19	60·53	6·36	0·57	57·56	2nd ,,	
...	0·67	0·03	0·63	...	...	0·30	8·04	1·58	...	...	...	1st half	134
...	4·18	0·33	0·56	...	...	0·08	5·27	8·27	...	...	...	2nd ,,	
82·09	34·88	29·38	32·93	37·58	15·82	59·94	46·21	26·75	13·53	5·54	34·34	1st half	135
104·66	46·30	36·60	41·03	45·83	16·41	53·15	30·65	28·67	10·90	2·15	50·18	2nd ,,	
137·60	38·92	37·65	43·56	40·94	—15·23	46·84	68·31	52·52	9·77	25·48	32·26	1st half	136
121·44	61·66	58·28	37·64	45·97	13·46	38·03	76·73	47·41	17·75	1·05	32·22	2nd ,,	
691·12	706·06	400·87	477·58	424·52	528·20	469·96	687·12	375·16	155·92	137·96	538·33	1st half	137
702·88	761·22	384·78	417·52	465·57	455·06	446·77	921·83	395·61	176·39	120·60	586·65	2nd ,,	
144·63	126·25	86·76	88·56	83·83	103·76	104·31	115·82	61·90	17·41	12·07	91·52	1st half	131
128·52	125·63	83·34	91·65	83·66	111·95	111·46	112·49	64·26	16·77	12·59	74·67	2nd ,,	
202·79	397·00	177·82	253·58	187·50	338·89	162·50	288·82	172·44	109·66	92·47	279·96	1st half	132
216·32	377·18	146·42	184·42	217·02	238·83	168·12	528·77	159·68	120·54	101·61	283·52	2nd ,,	
42·52	54·46	31·71	5·85	44·24	29·07	45·91	81·52	31·21	1·93	...	54·29	1st half	133
48·32	89·55	27·27	20·67	39·49	27·44	27·42	48·77	54·06	6·18	0·56	51·97	2nd ,,	
...	0·61	0·03	0·55	...	...	0·26	6·92	1·42	...	...	...	1st half	134
...	3·82	0·29	0·49	...	...	0·06	4·50	7·39	...	...	...	2nd ,,	
67·90	31·92	26·08	28·62	34·28	14·14	51·66	39·80	24·14	13·16	5·42	31·00	1st half	135
86·30	42·25	32·49	35·64	41·78	14·69	45·90	26·14	25·61	10·59	2·11	45·31	2nd ,,	
113·82	35·59	33·42	37·85	37·34	—13·62	40·36	58·83	47·39	9·50	24·90	29·12	1st half	136
100·14	56·27	51·73	32·68	41·92	11·97	32·84	65·43	42·36	17·24	1·03	29·09	2nd ,,	
571·66	645·83	355·82	415·01	387·19	472·24	405·00	591·71	338·50	151·66	134·86	485·89	1st half	137
579·60	694·70	341·54	362·55	424·47	404·79	385·80	786·10	353·36	171·32	117·90	484·56	2nd ,,	
1·82	2·37	1·35	0·73	1·32	1·28	1·43	1·52	1·15	0·50	0·54	1·82	1st half	131
1·69	2·24	1·40	0·94	1·51	1·31	1·40	1·84	1·15	0·59	0·56	2·07	2nd ,,	
2·57	7·45	2·76	2·99	2·96	4·18	2·23	3·79	3·21	3·16	4·15	5·58	1st half	132
2·85	6·72	2·45	1·84	3·93	2·80	2·12	8·61	2·87	4·26	4·50	7·86	2nd ,,	
0·54	1·02	0·49	0·05	0·70	0·36	0·63	1·07	0·58	0·05	...	1·08	1st half	133
0·64	1·60	0·46	0·21	0·72	0·32	0·34	0·79	0·97	0·22	0·02	1·44	2nd ,,	
...	0·01	...	...	...	...	...	0·09	0·03	...	...	...	1st half	134
...	0·07	0·01	...	...	...	...	0·07	0·13	...	...	...	2nd ,,	
0·86	0·60	0·41	0·24	0·54	0·17	0·71	0·52	0·45	0·38	0·24	0·62	1st half	135
1·13	0·75	0·54	0·36	0·75	0·17	0·57	0·43	0·46	0·37	0·09	1·26	2nd ,,	
1·44	0·66	0·52	0·31	0·59	—0·17	0·55	0·78	0·87	0·27	1·12	0·58	1st half	136
1·32	0·99	0·87	0·33	0·76	0·15	0·41	1·07	0·76	0·61	0·05	0·80	2nd ,,	
7·23	12·11	5·53	3·42	6·11	5·82	5·55	7·77	6·29	4·36	6·05	9·68	1st half	137
7·63	12·37	5·73	3·68	7·67	4·75	4·84	12·81	6·34	6·05	5·22	13·43	2nd ,,	
0·42	0·44	0·40	0·20	0·50	0·51	0·52	0·45	0·36	0·16	0·23	0·69	1st half	131
0·38	0·42	0·47	0·28	0·59	0·52	0·51	0·61	0·39	0·23	0·25	0·87	2nd ,,	
0·59	1·41	0·82	0·58	1·12	1·66	0·82	1·13	1·01	1·00	1·73	2·10	1st half	132
0·64	1·26	0·84	0·55	1·53	1·11	0·78	2·87	0·97	1·65	2·00	3·30	2nd ,,	
0·12	0·19	0·15	0·01	0·26	0·14	0·23	0·32	0·18	0·02	...	0·41	1st half	133
0·14	0·36	0·16	0·07	0·28	0·13	0·13	0·26	0·33	0·08	0·01	0·60	2nd ,,	
...	...	...	...	...	...	...	0·03	0·01	...	...	...	1st half	134
...	0·01	...	...	...	...	...	0·03	0·05	...	...	...	2nd ,,	
0·20	0·11	0·12	0·07	0·20	0·07	0·26	0·15	0·14	0·12	0·10	0·23	1st half	135
0·26	0·14	0·19	0·11	0·29	0·07	0·21	0·14	0·15	0·14	0·04	0·53	2nd ,,	
0·34	0·13	0·15	0·09	0·22	—0·07	0·20	0·23	0·28	0·08	0·47	0·22	1st half	136
0·30	0·18	0·29	0·10	0·29	0·05	0·15	0·35	0·26	0·24	0·02	0·34	2nd ,,	
1·67	2·28	1·64	0·95	2·30	2·31	2·03	2·31	1·98	1·38	2·52	3·65	1st half	137
1·72	2·31	1·95	1·11	2·98	1·88	1·78	4·26	2·15	2·34	2·32	5·64	2nd ,,	

(*a*) Including the Godhra-Rutlam and the Gaekwar's Petlád railways.
(*b*) Bombay, Baroda and Central India railway only.
(*c*) Including the Pálanpur-Deesa and the Gaekwar's Mehsána railways.
(*d*) Rajputana-Malwa railway only.
(*e*) Southern Mahratta railway only.

APPENDIX

STATISTICS OF INDIAN

WORKING

Half-years ended the 30th June and the 31st December 1894.

TABLE B.—LOCOMOTIVE

STANDARD

Progressive number.	Headings.	1894.	State lines worked by Companies. I. East Indian railway system.	II. Bengal-Nágpur.	III. Indian Midland railway system.	State lines worked by the State. X. North Western (state) railway, excluding military lines.	XII. Oudh and Rohilkhand (state).	XIII. Eastern Bengal (state).	XVI. East Coast (state).	Lines worked by TEED COM XXII. Great Indian Peninsula railway system.	XXIII. Bombay, Baroda and Central India. (a)
†	Average price of fuel per ton in terms of coal† . . *R*	1st half	1·89	3·16	10·25	13·53	9·74	6·56	10·21	12·53	15·11
		2nd ,,	1·94	3·18	9·48	14·43	9·45	6·19	8·84	12·55	14·76
	wood . . ,,	1st half	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...
	PER TOTAL TRAIN-MILE.										
138*a*	General superintendence (including office expenses) . . . . . *Annas*	1st half	0·60	0·99	0·98	0·70	0·63	0·58	1·59	0·57	0·73
		2nd ,,	0·68	1·39	1·09	0·77	0·60	0·48	2·23	0·82	0·93
139*a*	Running expenses . . . . ,,	1st half	1·82	2·19	2·09	2·05	0·87	1·79	3·08	2·71	2·67
		2nd ,,	1·84	2·25	2·21	2·31	0·88	1·57	3·10	3·02	2·78
140*a*	Fuel† . . . . . ,,	1st half	0·73	1·10	3·77	4·75	2·96	2·01	5·40	3·73	5·24
		2nd ,,	0·73	1·02	3·13	4·60	2·81	2·08	4·23	3·84	5·76
141*a*	Water . . . . . ,,	1st half	0·10	0·20	0·34	0·16	0·08	0·14	0·39	0·27	0·29
		2nd ,,	0·10	0·22	0·32	0·16	0·08	0·11	0·30	0·32	0·43
142*a*	Oil, tallow and other stores . . ,,	1st half	0·33	0·46	0·44	0·31	0·26	0·34	1·02	0·31	0·36
		2nd ,,	0·33	0·33	0·40	0·31	0·29	0·32	0·88	0·32	0·39
143*a*	Maintenance and renewal of locomotives . . . . . ,,	1st half	2·03	1·67	1·56	2·54	1·03	1·56	1·78	2·42	2·45
		2nd ,,	1·52	2·00	1·78	2·17	1·01	1·12	2·36	3·18	3·03
143A (*a*)	Maintenance and renewal of machinery, tools and plant . . ,,	1st half	0·10	0·14	0·08	0·21	0·12	0·33	0·24	0·12	0·24
		2nd ,,	0·14	0·16	0·12	0·26	0·15	0·20	0·48	0·17	0·31
144*a*	Other charges (net) . . . . ,,	1st half	0·95	1·37	1·17	0·98	1·03	0·10	0·70	1·80	1·69
		2nd ,,	0·88	1·24	1·25	0·88	1·05	0·12	1·20	2·83	1·65
145*a*	Total locomotive expenses . . ,,	1st half	6·66	8·12	10·43	11·70	6·98	6·85	14·20	11·93	13·67
		2nd ,,	6·22	8·61	10·30	11·36	6·87	6·00	14·78	14·50	15·28
†	Fuel consumed in terms of coal† . . *lbs.*	1st half	54·36	48·68	51·46	49·23	42·53	42·97	74·13	41·66	48·52
		2nd ,,	52·94	44·65	46·22	46·30	41·61	47·12	66·96	42·83	54·65
	wood . . ,,	1st half	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...
	PER ENGINE-MILE.										
138*b*	General superintendence (including office expenses) . . . . *Annas*	1st half	0·51	0·88	0·89	0·63	0·54	0·44	1·32	0·50	0·64
		2nd ,,	0·57	1·25	0·99	0·69	0·51	0·38	1·88	0·72	0·83
139*b*	Running expenses . . . . ,,	1st half	1·54	1·96	1·91	1·83	0·75	1·37	2·53	2·38	2·33
		2nd ,,	1·57	2·03	2·02	1·97	0·75	1·22	2·61	2·66	2·47
140*b*	Fuel† . . . . . ,,	1st half	0·62	0·98	3·45	4·27	2·55	1·53	4·46	3·27	4·57
		2nd ,,	0·62	0·92	2·85	4·09	2·39	1·61	3·55	3·37	5·11
141*b*	Water . . . . . ,,	1st half	0·08	0·17	0·31	0·14	0·07	0·10	0·32	0·24	0·25
		2nd ,,	0·08	0·20	0·30	0·14	0·07	0·09	0·25	0·27	0·38
142*b*	Oil, tallow and other stores . . ,,	1st half	0·28	0·41	0·41	0·28	0·22	0·26	0·84	0·28	0·31
		2nd ,,	0·28	0·30	0·36	0·27	0·25	0·25	0·74	0·28	0·34
143*b*	Maintenance and renewal of locomotives . . . . . ,,	1st half	1·72	1·50	1·43	2·27	0·89	1·18	1·46	2·12	2·14
		2nd ,,	1·29	1·81	1·63	1·93	0·85	0·87	1·98	2·79	2·69
143A (*b*)	Maintenance and renewal of machinery, tools and plant . . ,,	1st half	0·09	0·13	0·07	0·19	0·11	0·26	0·19	0·11	0·21
		2nd ,,	0·12	0·14	0·12	0·23	0·12	0·15	0·40	0·15	0·28
144*b*	Other charges (net) . . . . ,,	1st half	0·80	1·22	1·07	0·88	0·88	0·07	0·58	1·58	1·48
		2nd ,,	0·75	1·12	1·13	0·78	0·90	0·09	1·00	2·49	1·46
145*b*	Total locomotive expenses . . ,,	1st half	5·64	7·25	9·54	10·49	6·01	5·21	11·70	10·48	11·93
		2nd ,,	5·28	7·77	9·40	10·10	5·84	4·66	12·41	12·73	13·56
†	Fuel consumed in terms of coal† . . *lbs.*	1st half	46·06	43·46	47·07	44·15	36·61	32·69	61·06	36·59	42·35
		2nd ,,	44·97	40·29	42·15	41·16	35·41	36·87	56·20	37·61	48·49
	wood . . ,,	1st half	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...

† The standard used is Kurhurbaree coal, except in the case of the Nizam's Guaranteed State railway, which uses Singareni coal.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

EXPENSES—*continued.*

EXPENSES. Half-years ended the 30th June and the 31st December 1894.

GAUGE.		METRE GAUGE.											
GUARANTEED COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1894.	Progressive number.
XXIV. Madras.	XXX. The Nizam's Guaranteed State railway system.	XXXVII. Bengal and North-Western railway system.	XXXIX. Rajputana-Malwa. (*b*)	XLI. Southern Mahratta railway system.	XLIV. South Indian.	XLVII. Eastern Bengal (state), including the Kaunia Dharlla (2'6" gauge) branch.	XLVIII. Burma (state).	LII. Rohilkund and Kumaon railway system.	LXI. Jodhpore-Bikaneer. Jodhpore section.	LXI. Jodhpore-Bikaneer. Bikaneer section.	LXII. Bhávnagar-Gondal-Junágarh-Porbandar.		
13·57	4·62	6·31	17·60	12·77	13·80	6·96	14·38	...	23·99	23·96	20·11	1st half .	†
14·78	4·51	5·81	16·45	9·87	14·38	7·74	13·71	...	23·05	23·05	17·46	2nd „ .	
...	...	...	...	...	...	...	...	3·46	...	...	...	1st half .	
...	...	...	...	...	...	...	...	3·69	...	...	...	2nd „ .	
0·78	1·32	0·55	0·67	0·75	0·63	0·75	1·16	0·72	0·35	0·33	0·89	1st half .	138*a*
0·79	1·24	0·65	0·89	0·86	0·69	0·72	1·33	0·74	0·41	0·39	1·17	2nd „ .	
2·29	2·06	1·03	1·66	1·29	1·61	1·15	2·40	0·88	0·67	0·63	1·50	1st half .	139*a*
2·28	1·93	1·10	1·77	1·33	1·53	1·07	2·61	0·83	0·88	0·85	1·74	2nd „ .	
4·52	1·96	1·34	3·91	2·63	3·47	1·43	3·26	2·37	5·19	4·96	3·47	1st half .	140*a*
4·83	1·95	1·18	3·82	2·29	3·81	1·71	2·88	2·07	4·31	4·15	3·26	2nd „ .	
0·15	0·37	0·10	0·15	0·19	0·16	0·13	0·33	0·13	0·29	0·39	0·12	1st half .	141*a*
0·16	0·28	0·11	0·17	0·20	0·18	0·11	0·31	0·12	0·32	0·29	0·15	2nd „ .	
0·26	0·31	0·18	0·17	0·19	0·32	0·27	0·44	0·23	0·35	0·36	0·22	1st half .	142*a*
0·23	0·33	0·19	0·09	0·16	0·30	0·25	0·48	0·21	0·28	0·27	0·24	2nd „ .	
2·93	1·76	0·73	1·52	1·93	2·07	0·85	1·67	0·94	1·80	1·74	1·14	1st half .	143*a*
3·22	1·67	0·88	1·61	2·17	2·05	0·97	1·79	1·16	2·13	2·05	1·87	2nd „ .	
0·05	0·88	0·03	0·08	0·26	0·05	0·13	0·16	0·14	0·08	0·07	0·04	1st half .	143A (*a*)
0·07	0·32	0·03	0·12	0·34	0·02	0·12	0·19	0·08	0·05	0·04	0·07	2nd „ .	
0·79	1·32	0·35	0·64	1·13	0·32	0·92	0·22	0·55	0·48	0·46	0·03	1st half .	144*a*
0·96	1·15	0·41	0·64	1·86	0·27	0·34	0·37	0·29	0·35	0·34	0·35	2nd „ .	
11·77	9·98	4·31	8·80	8·37	8·63	5·63	9·64	5·96	9·21	8·94	7·41	1st half .	145*a*
12·54	8·87	4·55	9·11	9·21	8·85	5·29	9·96	5·50	8·73	8·38	8·85	2nd „ .	
46·67	59·48	29·77	31·12	28·89	35·22	28·85	31·79	...	30·30	28·96	24·16	1st half .	†
45·77	59·58	28·38	32·53	32·43	37·25	30·87	29·39	...	26·16	25·19	26·13	2nd „ .	
...	...	...	...	...	...	...	...	96·10	...	...	...	1st half .	
...	...	...	...	...	...	...	...	78·60	...	...	...	2nd „ .	
0·67	1·14	0·46	0·60	0·68	0·54	0·61	0·99	0·59	0·32	0·32	0·82	1st half .	138*b*
0·67	1·09	0·55	0·78	0·79	0·58	0·59	1·11	0·61	0·39	0·38	1·07	2nd „ .	
1·96	1·77	0·87	1·48	1·18	1·36	0·95	2·04	0·71	0·63	0·62	1·38	1st half .	139*b*
1·94	1·68	0·92	1·55	1·25	1·30	0·87	2·19	0·67	0·83	0·83	1·58	2nd „ .	
3·87	1·70	1·13	3·51	2·40	2·94	1·18	2·78	1·91	4·86	4·85	3·20	1st half .	140*b*
4·10	1·71	0·99	3·35	2·13	3·23	1·39	2·43	1·68	4·03	4·03	2·97	2nd „ .	
0·13	0·32	0·08	0·13	0·17	0·13	0·11	0·28	0·11	0·27	0·38	0·11	1st half .	141*b*
0·13	0·25	0·09	0·15	0·18	0·16	0·09	0·27	0·10	0·30	0·29	0·13	2nd „ .	
0·22	0·26	0·15	0·15	0·17	0·27	0·22	0·37	0·18	0·34	0·35	0·21	1st half .	142*b*
0·19	0·29	0·17	0·08	0·15	0·25	0·21	0·40	0·16	0·26	0·26	0·22	2nd „ .	
2·51	1·52	0·61	1·37	1·76	1·76	0·70	1·43	0·75	1·69	1·70	1·05	1st half .	143*b*
2·73	1·46	0·74	1·41	2·01	1·74	0·79	1·51	0·94	1·99	2·00	1·70	2nd „ .	
0·04	0·76	0·02	0·08	0·24	0·05	0·11	0·13	0·11	0·07	0·07	0·04	1st half .	143A (*b*)
0·06	0·28	0·02	0·10	0·32	0·02	0·10	0·17	0·07	0·05	0·04	0·06	2nd „ .	
0·67	1·14	0·30	0·58	1·03	0·26	0·76	0·19	0·46	0·45	0·45	0·02	1st half .	144*b*
0·82	1·01	0·34	0·57	1·73	0·22	0·28	0·32	0·24	0·33	0·33	0·32	2nd „ .	
10·07	8·61	3·62	7·90	7·63	7·31	4·64	8·21	4·80	8·63	8·74	6·83	1st half .	145*b*
10·64	7·77	3·82	7·99	8·56	7·50	4·32	8·40	4·47	8·18	8·16	8·05	2nd „ .	
39·95	51·32	25·01	27·91	26·34	29·86	23·80	27·12	...	...	...	22·27	1st half .	†
38·82	52·21	23·81	28·55	30·15	31·59	25·21	24·78	...	...	...	23·78	2nd „ .	
...	...	...	...	...	...	...	...	77·46	28·38	28·31	...	1st half .	
...	...	...	...	...	...	...	...	63·90	24·50	24·49	...	2nd „ .	

(*a*) Including the Godhra-Rutlam and the Gaekwar's Petlád railways.
(*b*) Including the Pálanpur-Deesa and the Gaekwar's Mehsána railways.

APPENDIX
STATISTICS OF INDIAN
WORKING

Half-years ended the 30th June and the 31st December 1894.

TABLE B.—LOCOMOTIVE

STANDARD

Progressive number.	Headings.	1894.	State Lines worked by Companies. I. East Indian railway system.	II. Bengal-Nágpur.	III. Indian Midland railway system.	State Lines worked by the State. X. North Western (state) railway, excluding military lines.	XII. Oudh and Rohilkhand (state).	XIII. Eastern Bengal (state).	XVI. East Coast (state).	Lines worked by Feed Companies. XXII. Great Indian Peninsula railway system.	XXIII. Bombay, Baroda and Central India. (b)
	PER 1,000 GROSS TON-MILES.										
138c	General superintendence (including office expenses) . . . . R	1st half	0·10	0·15	0·18	0·13	0·13	0·14	0·36	0·12	0·11
		2nd ,,	0·12	0·25	0·22	0·15	0·12	0·10	0·47	0·19	0·18
139c	Running expenses . . . . ,,	1st half	0·30	0·34	0·38	0·37	0·17	0·43	0·69	0·57	0·42
		2nd ,,	0·32	0·41	0·46	0·42	0·18	0·31	0·66	0·72	0·53
140c	Fuel† . . . . . ,,	1st half	0·12	0·17	0·70	0·87	0·59	0·48	1·21	0·78	0·83
		2nd ,,	0·13	0·18	0·64	0·86	0·56	0·42	0·89	0·92	1·10
141c	Water . . . . . ,,	1st half	0·02	0·03	0·06	0·03	0·02	0·03	0·09	0·06	0·05
		2nd ,,	0·02	0·05	0·07	0·03	0·02	0·02	0·06	0·07	0·08
142c	Oil, tallow and other stores . . ,,	1st half	0·05	0·07	0·08	0·06	0·05	0·08	0·23	0·07	0·06
		2nd ,,	0·06	0·06	0·08	0·06	0·06	0·06	0·19	0·08	0·08
143c	Maintenance and renewal of locomotives . . . . . ,,	1st half	0·34	0·26	0·29	0·47	0·21	0·37	0·40	0·51	0·39
		2nd ,,	0·26	0·37	0·37	0·40	0·20	0·22	0·50	0·76	0·58
143A (c)	Maintenance and renewal of machinery, tools and plant . . . ,,	1st half	0·02	0·02	0·02	0·04	0·02	0·08	0·05	0·02	0·04
		2nd ,,	0·02	0·02	0·03	0·05	0·03	0·04	0·10	0·04	0·06
144c	Other charges (net) . . . . ,,	1st half	0·15	0·21	0·22	0·18	0·21	0·02	0·15	0·38	0·27
		2nd ,,	0·15	0·26	0·26	0·16	0·21	0·02	0·25	0·68	0·31
145c	Total locomotive expenses . . ,,	1st half	1·10	1·25	1·93	2·15	1·40	1·63	3·18	2·51	2·17
		2nd ,,	1·08	1·60	2·13	2·13	1·38	1·19	3·12	3·46	2·94
†	Fuel consumed in terms of coal* . . lbs.	1st half	143·19	120·19	152·26	144·76	136·14	163·71	226·03	140·17	123·07
		2nd ,,	147·20	132·79	152·87	139·02	133·82	150·51	225·96	163·39	167·10
	Fuel consumed in terms of wood . . ,,	1st half	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...
	PER TOTAL TRAIN-MILE.										
146a	General superintendence (including office expenses) . . . Annas	1st half	0·13	0·20	0·38	0·24	0·15	0·40	0·40	0·18	0·32
		2nd ,,	0·16	0·28	0·43	0·28	0·15	0·32	0·56	0·26	0·38
147a	Repairs and renewals of coaching vehicles . . . . ,,	1st half	0·37	0·37	0·88	0·74	1·06	1·44	0·10	0·83	0·79
		2nd ,,	0·40	0·40	0·94	0·72	1·13	2·08	0·32	1·08	0·90
148a	Repairs and renewals of goods vehicles ,,	1st half	1·22	0·80	0·79	2·40	2·24	1·46	0·16	1·09	1·14
		2nd ,,	1·28	0·77	0·94	2·48	1·17	0·59	0·58	1·29	1·75
148A (a)	Repairs and renewals of machinery, tools and plant . . . . ,,	1st half	0·05	0·10	0·05	0·03	0·03	0·07	0·03	0·05	0·22
		2nd ,,	0·08	0·05	0·08	0·03	0·05	0·02	0·17	0·07	0·21
149a	Cleaning and oiling . . . . ,,	1st half	0·12	0·43	0·29	0·35	0·26	0·27	0·38	0·30	0·31
		2nd ,,	0·14	0·53	0·29	0·40	0·23	0·24	0·47	0·39	0·37
150a	Other charges (net) . . . . ,,	1st half	0·02	0·04	0·01	0·05	...	0·06	0·25	0·14	0·57
		2nd ,,	0·03	0·08	0·01	0·07	...	0·03	0·01	0·46	0·61
151a	Total carriage and wagon expenses ,,	1st half	1·91	1·94	2·40	3·81	3·74	3·70	1·32	2·59	3·35
		2nd ,,	2·09	2·11	2·69	3·98	2·73	3·28	2·11	3·55	4·22
	PER 1,000 VEHICLE MILES RUN BY HOME VEHICLES.										
146b	General superintendence (including office expenses) . . . . R	1st half	0·29	0·29	0·97	0·61	0·33	1·36	1·55	0·64	0·67
		2nd ,,	0·40	0·54	1·28	0·68	0·49	0·84	1·99	0·98	0·99
147b	Repairs and renewals of coaching vehicles (a) . . . . . ,,	1st half	3·01	3·58	7·43	7·00	8·53	9·68	1·21	10·58	7·26
		2nd ,,	3·04	3·21	7·19	6·42	9·79	17·51	2·63	9·94	6·53
148b	Repairs and renewals of goods vehicles (a) . . . . . ,,	1st half	3·99	1·36	2·83	8·31	6·85	10·19	0·93	5·36	3·09
		2nd ,,	4·65	1·91	4·59	8·09	6·07	2·24	3·57	8·07	7·07
148A (b)	Repairs and renewals of machinery, tools and plant . . . . ,,	1st half	0·13	0·15	0·13	0·08	0·06	0·25	0·10	0·18	0·47
		2nd ,,	0·21	0·09	0·25	0·09	0·15	0·05	0·60	0·26	0·55
149b	Cleaning and oiling . . . ,,	1st half	0·30	0·62	0·75	0·89	0·57	0·91	1·50	1·05	0·64
		2nd ,,	0·36	0·99	0·87	0·95	0·73	0·63	1·69	1·47	0·96
150b	Other charges (net) . . . . ,,	1st half	0·02	0·05	0·02	0·10	0·01	0·21	0·94	0·30	1·20
		2nd ,,	0·05	0·14	0·02	0·16	0·01	0·08	0·03	1·70	1·60
151b	Total carriage and wagon expenses ,,	1st half	4·45	2·81	6·06	9·64	8·28	12·67	5·11	9·18	7·03
		2nd ,,	5·15	3·96	8·02	9·53	8·84	8·59	7·49	13·24	10·98

Table C.—Carriage and

(a) These two items are calculated respectively, upon the coaching and goods vehicle mileage;
(b) Including the Godhra-Rutlam and the
(c) Including the Gaekwar's Mehsána and the
* The standard used is Kurhurbaree coal, except in the case of

A—*continued.*

RAILWAYS—(Part II)—*continued.*

EXPENSES—*continued.*

EXPENSES—*concluded.* Half-years ended the 30th June and the 31st December 1894.

GAUGE.	METRE GAUGE.											
GUARANTEED COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1894.	Progressive number.
XXIV. Madras.	XXX. The Nizam's Guaranteed State railway system.	XXXVII. Bengal and North-Western railway system.	XXXIX. Rajputana-Malwa. (c)	XLI. Southern Mahratta railway system.	XLIV. South Indian.	XLVII. Eastern Bengal (state), including the Kaunia-Dharla (5′ 6″ gauge) branch.	XLVIII. Burma (state).	LII. Rohilkund and Kumaon railway system.	LXI. Jodhpore-Bickaneer. Jodhpore section.	LXI. Jodhpore-Bickaneer. Bickaneer section.	LXII. Bhávnagar-Gondal-Junágarh-Porbándar.		
0·18	0·25	0·16	0·19	0·28	0·25	0·27	0·34	0·23	0·11	0·14	0·34	1st half	138c
0·18	0·22	0·22	0·27	0·33	0·27	0·26	0·44	0·25	0·16	0·18	0·49	2nd „	
0·53	0·39	0·31	0·46	0·49	0·64	0·41	0·71	0·27	0·21	0·26	0·57	1st half	139c
0·51	0·36	0·37	0·53	0·52	0·60	0·39	0·87	0·29	0·34	0·38	0·73	2nd „	
1·05	0·37	0·40	1·08	0·99	1·38	0·53	0·97	0·75	1·64	2·07	1·31	1st half	140c
1·09	0·37	0·40	1·16	0·89	1·51	0·63	0·96	0·70	1·67	1·85	1·37	2nd „	
0·03	0·07	0·03	0·04	0·07	0·06	0·05	0·10	0·04	0·09	0·16	0·04	1st half	141c
0·03	0·05	0·04	0·05	0·08	0·07	0·04	0·11	0·04	0·12	0·13	0·06	2nd „	
0·06	0·06	0·05	0·05	0·07	0·13	0·10	0·13	0·07	0·11	0·15	0·08	1st half	142c
0·05	0·06	0·07	0·03	0·06	0·12	0·09	0·16	0·07	0·11	0·12	0·10	2nd „	
0·68	0·34	0·22	0·42	0·73	0·82	0·31	0·50	0·30	0·57	0·73	0·43	1st half	143c
0·73	0·31	0·30	0·49	0·84	0·81	0·36	0·60	0·39	0·82	0·91	0·78	2nd „	
0·01	0·16	0·01	0·02	0·10	0·02	0·05	0·05	0·04	0·03	0·03	0·02	1st half	143A (c)
0·02	0·06	0·01	0·04	0·13	0·01	0·05	0·06	0·03	0·02	0·02	0·03	2nd „	
0·18	0·24	0·10	0·18	0·42	0·13	0·34	0·06	0·17	0·15	0·19	0·01	1st half	144c
0·22	0·22	0·14	0·19	0·72	0·11	0·12	0·12	0·09	0·14	0·15	0·15	2nd „	
2·72	1·88	1·28	2·44	3·15	3·43	2·06	2·86	1·87	2·91	3·73	2·80	1st half	145c
2·83	1·65	1·55	2·76	3·57	3·50	1·94	3·32	1·86	3·38	3·74	3·71	2nd „	
172·81	179·25	141·60	138·23	174·25	223·82	169·24	151·03	...	153·10	193·18	145·85	1st half	†
165·16	178·07	154·69	157·53	201·43	235·82	181·65	156·61	...	161·83	179·45	175·47	2nd „	
...	...	...	...	...	...	...	...	483·23	...	...	...	1st half	
...	...	...	...	...	...	...	...	425·60	...	...	...	2nd „	
Wagon Expenses.													
0·33	0·30	0·20	0·17	0·24	0·21	0·34	0·32	0·22	0·06	0·06	0·30	1st half	146a
0·34	0·33	0·22	0·24	0·28	0·26	0·32	0·36	0·22	0·08	0·08	0·39	2nd „	
1·04	0·85	0·33	0·68	0·74	1·12	0·47	1·08	0·45	0·02	0·15	0·46	1st half	147a
0·76	0·90	0·34	0·85	0·82	0·94	0·54	1·67	0·38	0·21	0·19	0·66	2nd „	
2·24	0·84	0·40	0·68	0·54	1·57	0·35	0·72	0·53	0·02	0·19	0·45	1st half	148a
2·24	0·78	0·48	1·22	0·72	1·54	0·34	1·30	0·52	0·23	0·21	0·62	2nd „	
0·05	0·02	...	0·01	0·02	0·01	0·03	0·05	0·03	0·01	0·01	0·02	1st half	148A (a)
0·05	0·04	0·01	0·01	0·03	...	0·02	0·05	0·03	...	...	0·03	2nd „	
0·39	0·30	0·19	0·28	0·18	0·25	0·18	0·57	0·25	0·19	0·19	0·14	1st half	149a
0·38	0·31	0·20	0·27	0·21	0·22	0·19	0·67	0·24	0·23	0·21	0·19	2nd „	
0·58	...	0·01	0·09	...	0·08	0·04	0·02	0·06	...	...	0·03	1st half	150a
0·65	0·01	0·02	0·06	—0·01	0·01	0·02	0·02	0·02	...	...	0·01	2nd „	
4·63	2·31	1·13	1·91	1·72	3·24	1·41	2·76	1·54	0·30	0·60	1·40	1st half	151a
4·42	2·37	1·27	2·65	2·05	2·97	1·43	4·07	1·41	0·75	0·69	1·90	2nd „	
1·08	0·98	0·44	0·45	0·78	0·71	0·88	0·78	0·52	0·21	0·26	0·81	1st half	146b
1·10	0·94	0·57	0·63	0·94	0·90	0·81	0·97	0·55	0·24	0·31	1·24	2nd „	
8·87	7·21	1·72	7·36	7·56	7·83	3·27	6·54	3·02	1·21	0·96	3·14	1st half	147b
6·53	7·56	2·01	7·54	7·26	6·92	3·85	9·74	3·00	1·24	1·19	3·88	2nd „	
11·69	4·31	1·57	2·33	2·51	10·43	1·42	2·94	1·85	1·03	2·14	2·06	1st half	148b
11·52	3·33	2·12	4·65	4·05	10·14	1·31	6·54	1·82	1·36	2·34	4·29	2nd „	
0·16	0·06	...	0·02	0·06	0·06	0·06	0·11	0·07	0·03	0·03	0·06	1st half	148A (b)
0·16	0·12	0·01	0·03	0·09	...	0·04	0·13	0·07	...	...	0·11	2nd „	
1·25	0·96	0·42	0·74	0·57	0·85	0·45	1·38	0·57	0·58	0·80	0·37	1st half	149b
1·23	0·89	0·50	0·73	0·72	0·76	0·49	1·81	0·58	0·68	0·83	0·60	2nd „	
1·89	...	0·02	0·24	—0·01	0·30	0·10	0·06	0·13	...	...	0·08	1st half	150b
2·09	...	0·05	0·16	—0·01	0·06	0·05	0·05	0·06	0·01	...	0·03	2nd „	
15·01	7·41	2·54	5·00	5·50	11·08	3·60	6·70	3·54	3·07	4·19	3·81	1st half	151b
14·23	6·71	3·22	7·07	7·05	10·34	3·59	10·99	3·44	2·24	2·74	6·05	2nd „	

all other items in the table being calculated upon the aggregate of both coaching and goods vehicle mileage.
Gaekwar's Petlád railways.
Pálanpur-Deesa railways.
the Nizam's Guaranteed State railway, which uses Singareni coal.

APPENDIX
STATISTICS OF INDIAN
WORKING

Half-years ended the 30th June and the 31st December 1894.

TABLE D.—

STANDARD

Progressive number.	Headings.	1894.	State lines worked by Companies. I. East Indian railway system.	II. Bengal-Nagpur.	III. Indian Midland railway system.	State lines worked by the State. X. North Western (state) railway, excluding military lines.	XII. Oudh and Rohilkhand (state).	XIII. Eastern Bengal (state).	XVI. East Coast (state).	Lines worked Guaranteed Com- XXII. Great Indian Peninsula railway system.	XXIII. Bombay, Baroda and Central India. (a)
	PER TOTAL TRAIN-MILE.										
152a	General superintendence (including office expenses) . . . *Annas*	1st half	0·57	0·85	0·93	0·56	0·62	0·87	1·33	0·47	0·60
		2nd „	0·61	1·21	0·99	0·61	0·63	0·61	1·55	0·62	0·76
153a	Station staff . . . . . „	1st half	2·27	2·03	2·01	2·05	1·87	4·98	3·44	2·18	3·04
		2nd „	2·36	2·16	2·25	2·17	1·91	4·59	3·81	2·68	3·40
154a	Train staff . . . . . „	1st half	0·89	0·62	0·69	0·80	0·66	0·70	0·76	1·41	0·58
		2nd „	0·93	0·69	0·72	0·89	0·65	0·61	0·79	1·55	0·64
155a	Fuel, lighting, water and general stores . . . . . „	1st half	0·35	0·47	0·45	0·41	0·40	0·58	0·39	0·45	0·58
		2nd „	0·34	0·65	0·46	0·34	0·36	0·50	0·30	0·63	0·41
156a	Clothing . . . . . „	1st half	0·04	...	0·01	0·04	0·07	0·07	0·06	0·03	0·05
		2nd „	0·05	0·01	0·06	0·09	0·04	0·06	0·19	0·09	0·09
157a	Printing, stationery and tickets . „	1st half	0·14	0·23	0·26	0·12	0·22	0·31	0·95	0·19	0·35
		2nd „	0·18	0·27	0·28	0·16	0·19	0·32	0·60	0·28	0·39
158a	Charges for delivery and collection of goods, etc. . . . . „	1st half	0·01	...	...	...	0·01	0·05	...	0·01	0·04
		2nd „	0·01	...	0·01	...	0·01	0·12	...	0·02	0·05
159a	Miscellaneous expenses . . „	1st half	0·06	0·01	0·02	...	...	0·11	0·01	0·01	0·01
		2nd „	0·08	0·01	0·02	0·01	...	0·04	0·02	0·02	0·02
160a	Payments to other lines . . „	1st half	0·06	0·33	0·44	0·06	0·19	...	...	0·03	0·32
		2nd „	0·06	0·43	0·52	0·07	0·14	...	0·21	0·05	0·22
161a	Other charges (net) . . . . „	1st half	0·01	0·03	0·01	0·03	0·01	0·01	0·05	0·06	0·06
		2nd „	0·01	0·07	0·01	0·04	0·01	...	—0·01	0·25	—0·09
162a	Total traffic expenses . . „	1st half	4·40	4·57	4·82	4·07	4·05	7·68	6·99	4·86	5·63
		2nd „	4·63	5·50	5·32	4·38	3·94	6·85	7·46	6·19	5·89
	PER CENT. ON TRAFFIC EARNINGS. (*Abstracts H and I of Revenue Accounts.*)										
152b	General superintendence (including office expenses)† . . . *Per cent.*	1st half	0·69	1·21	1·55	0·96	1·06	1·52	3·13	0·67	0·55
		2nd „	0·83	2·47	1·78	1·04	1·27	0·82	3·91	1·17	0·86
153b	Station staff . . . . . „	1st half	2·77	2·86	3·35	3·53	3·21	8·70	8·08	3·14	2·76
		2nd „	3·16	4·40	4·06	3·69	3·85	6·23	9·61	5·01	3·85
154b	Train staff . . . . . „	1st half	1·09	0·87	1·14	1·37	1·13	1·22	1·78	2·04	0·53
		2nd „	1·24	1·41	1·30	1·51	1·31	0·82	1·98	2·90	0·73
155b	Fuel, lighting, water and general stores . . . . . „	1st half	0·43	0·67	0·75	0·70	0·69	1·01	0·92	0·65	0·52
		2nd „	0·46	1·32	0·83	0·57	0·74	0·68	0·78	1·15	1·46
156b	Clothing . . . . . „	1st half	0·05	...	0·01	0·06	0·12	0·12	0·14	0·04	0·05
		2nd „	0·07	0·02	0·09	0·16	0·08	0·08	0·47	0·18	0·11
157b	Printing, stationery and tickets „	1st half	0·17	0·33	0·44	0·22	0·38	0·35	2·23	0·28	0·32
		2nd „	0·24	0·54	0·51	0·27	0·39	0·43	1·54	0·52	0·44
158b	Charges for delivery and collection of goods, etc. . . . . „	1st half	0·01	...	...	...	0·02	0·09	0·01	0·02	0·04
		2nd „	0·01	...	0·02	...	0·02	0·16	...	0·04	0·06
159b	Miscellaneous expenses . . „	1st half	0·07	0·01	0·03	...	...	0·19	0·02	0·01	0·01
		2nd „	0·10	0·04	0·04	0·01	...	0·05	0·04	0·03	0·02
160b	Payments to other lines . . „	1st half	0·07	0·47	0·74	0·11	0·33	...	...	0·07	0·29
		2nd „	0·08	0·89	0·93	0·12	0·27	...	0·53	0·10	0·24
161b	Other charges (net) . . . . „	1st half	0·01	0·04	0·01	0·05	0·02	0·01	0·11	0·09	0·06
		2nd „	0·01	0·13	0·01	0·07	0·02	...	—0·03	0·46	—0·10
162b	Total traffic expenses . . „	1st half	5·36	6·46	8·02	7·00	6·96	13·41	16·42	7·01	5·13
		2nd „	6·20	11·22	9·57	7·44	7·95	9·27	18·83	11·56	6·67
†	General superintendence per cent. on traffic earnings (including steam-boat) . . . *Per cent.*	1st half	0·69	1·21	1·55	0·96	1·06	1·44	3·07	0·67	0·55
		2nd „	0·82	2·47	1·78	1·04	1·27	0·79	3·85	1·17	0·86

A—*continued.*

RAILWAYS—(Part II)—*continued.*

EXPENSES—*continued.*

TRAFFIC EXPENSES. Half-years ended the 30th June and the 31st December 1894.

GAUGE.		METRE GAUGE.											
BY PANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1894.	Progressive number.
XXIV. Madras.	XXX. The Nizam's Guaranteed State railway system.	XXXVII. Bengal and North-Western railway system.	XXXIX. Rajputana-Malwa. (*b*)	XLI. Southern Mahratta railway system.	XLIV. South Indian.	XLVII. Eastern Bengal (state), including the Kaurnia-Dharlla (2′ 6″ gauge) branch.	XLVIII. Burma (state).	LII. Rohilkund and Kumaon railway system.	LXI. Jodhpore-Bickaneer. Jodhpore section.	LXI. Jodhpore-Bickaneer. Bickaneer section.	LXII. Bhávnagar-Gondal-Junágarh-Porbandar.		
0·91	1·08	0·63	0·49	0·66	0·53	0·80	0·79	0·92	0·56	0·54	1·00	1st half	152*a*
0·88	1·00	0·68	0·68	0·77	0·50	0·70	1·01	0·90	0·70	0·67	1·39	2nd ,,	
2·35	2·36	1·51	1·50	1·52	1·62	2·81	3·04	1·38	1·03	1·44	2·46	1st half	153*a*
2·43	2·26	1·64	1·73	1·79	1·54	2·36	3·46	1·31	1·36	1·58	2·77	2nd ,,	
0·62	0·74	0·52	0·49	0·47	0·32	0·53	0·80	0·50	0·16	0·15	0·38	1st half	154*a*
0·64	0·74	0·55	0·56	0·51	0·33	0·48	0·84	0·49	0·17	0·17	0·43	2nd ,,	
0·72	0·57	0·36	0·30	0·48	0·49	0·36	0·58	0·44	0·32	0·41	0·64	1st half	155*a*
0·62	0·54	0·47	0·39	0·55	0·46	0·42	0·63	0·40	0·37	0·29	0·58	2nd ,,	
0·07	0·01	0·04	0·05	0·07	0·07	0·04	0·09	0·01	0·01	...	0·01	1st half	156*a*
0·07	0·08	0·03	0·08	0·14	0·07	0·03	0·09	...	0·03	...	0·13	2nd ,,	
0·49	0·38	0·29	0·18	0·27	0·49	0·27	0·24	0·32	0·32	0·47	0·42	1st half	157*a*
0·48	0·36	0·33	0·23	0·33	0·41	0·26	0·40	0·38	0·35	0·32	0·44	2nd ,,	
0·01	...	0·15	...	...	...	...	...	...	...	...	...	1st half	158*a*
0·91	...	0·13	...	...	...	...	...	...	...	...	...	2nd ,,	
0·03	0·06	0·03	0·03	0·06	0·01	0·14	0·03	0·07	...	...	0·13	1st half	159*a*
0·03	0·03	0·06	0·01	0·05	0·02	0·14	0·03	0·05	...	...	0·19	2nd ,,	
0·08	0·41	...	0·14	0·22	0·07	...	...	0·35	0·06	...	0·17	1st half	160*a*
0·01	0·50	...	0·15	0·27	0·06	...	...	0·43	0·05	...	0·24	2nd ,,	
0·29	...	0·41	0·01	0·12	0·04	0·03	0·03	0·01	...	...	0·06	1st half	161*a*
0·31	...	0·52	...	0·01	0·01	0·02	0·03	...	...	...	0·08	2nd ,,	
5·57	5·61	3·94	3·19	3·87	3·64	4·98	5·60	4·00	2·46	3·01	5·27	1st half	162*a*
5·48	5·51	4·41	3·83	4·42	3·40	4·41	6·49	3·96	3·02	3·03	6·25	2nd ,,	
1·46	1·36	1·23	0·85	1·65	1·35	1·58	1·38	2·18	0·98	1·35	1·74	1st half	152*b*
1·35	1·38	1·65	1·30	2·06	1·23	1·31	2·19	2·53	1·60	2·04	2·78	2nd ,,	
3·74	2·95	2·93	2·59	3·81	4·10	5·56	5·33	3·26	1·79	3·60	4·29	1st half	153*b*
3·71	3·13	3·97	3·34	4·79	3·82	4·41	7·52	3·69	3·13	4·86	5·53	2nd ,,	
0·98	0·92	1·01	0·84	1·17	0·81	1·05	1·40	1·18	0·28	0·38	0·66	1st half	154*b*
0·97	1·03	1·34	1·08	1·37	0·80	0·91	1·82	1·37	0·40	0·51	0·86	2nd ,,	
1·15	0·72	0·69	0·52	1·20	1·23	0·71	1·02	1·03	0·56	1·02	1·12	1st half	155*b*
0·94	0·74	1·15	0·76	1·47	1·15	0·79	1·36	1·12	0·84	0·90	1·17	2nd ,,	
0·11	0·01	0·08	0·09	0·17	0·17	0·08	0·15	0·01	0·02	...	0·03	1st half	156*b*
0·11	0·11	0·07	0·16	0·36	0·17	0·05	0·20	—0·01	0·05	...	0·26	2nd ,,	
0·78	0·48	0·57	0·31	0·67	1·25	0·55	0·42	0·76	0·55	1·17	0·74	1st half	157*b*
0·73	0·50	0·80	0·44	0·89	1·02	0·48	0·89	1·07	0·81	0·98	0·87	2nd ,,	
0·02	...	0·29	...	...	...	...	...	...	...	...	...	1st half	158*b*
0·02	...	0·32	...	...	...	...	...	...	...	...	...	2nd ,,	
0·05	0·07	0·05	0·05	0·16	0·03	0·27	0·05	0·17	...	...	0·23	1st half	159*b*
0·04	0·04	0·14	0·02	0·14	0·05	0·26	0·07	0·13	...	...	0·39	2nd ,,	
0·12	0·51	...	0·25	0·55	0·18	...	...	0·83	0·10	...	0·30	1st half	160*b*
0·02	0·69	...	0·28	0·73	0·15	...	...	1·23	0·16	...	0·47	2nd ,,	
0·46	...	0·80	0·02	0·29	0·09	0·06	0·06	0·02	...	...	0·10	1st half	161*b*
0·47	...	1·25	0·01	0·02	0·04	0·03	0·08	0·01	...	...	0·17	2nd ,,	
8·87	7·02	7·65	5·52	9·67	9·21	9·86	9·81	9·44	4·28	7·53	9·21	1st half	162*b*
8·36	7·62	10·69	7·39	11·83	8·43	8·24	14·13	11·14	6·93	9·29	12·50	2nd ,,	
1·46	1·36	1·13	0·85	1·65	1·35	1·49	1·38	2·18	...	...	1·74	1st half	†
1·35	1·38	1·51	1·30	2·06	1·23	1·21	2·16	2·53	...	...	2·78	2nd ,,	

(*a*) Including the Godhra-Rutlam and the Gaekwar's Petlád railways.
(*b*) Including the Pálanpur-Deesa and the Gaekwar's Mehsána railways.

APPENDIX
STATISTICS OF INDIAN
WORKING

Half-years ended the 30th June and the 31st December 1894. TABLE E.—GENERAL

STANDARD

Progressive number.	Headings.	1894.	State lines worked by Companies. I. East Indian railway system.	II. Bengal-Nágpur.	III. Indian Midland railway system.	State lines worked by the State. X. North-Western (state) railway, excluding military lines.	XII. Oudh and Rohilkhand (state).	XIII. Eastern Bengal (state).	XVI. East Coast (state).	Lines worked Guaranteed Com XXII. Great Indian Peninsula railway system.	XXIII. Bombay, Baroda and Central India. (a)
	PER TOTAL TRAIN-MILE.										
163a	Home expenditure . . *Annas*	1st half	(c)0·40	1·41	(c)1·09	0·14	0·13	0·31	...	0·15	0·32
		2nd „	(c)0·48	1·93	(c)1·51	...	...	0·17	...	0·19	0·39
164a	Agent's office—salaries and expenses „	1st half	0·14	0·56	0·54	0·21	0·26	0·37	1·03	0·16	0·25
		2nd „	0·15	0·87	0·63	0·24	0·29	0·37	0·49	0·24	0·28
165a	Audit, accounts, and pay office „ „	1st half	0·59	1·20	1·28	0·54	0·63	0·85	0·81	0·51	0·87
		2nd „	0·63	1·48	1·42	0·57	0·66	0·73	0·95	0·73	1·03
166a	Stores department „ „	1st half	0·21	0·31	0·29	0·14	0·15	0·10	0·07	0·17	0·32
		2nd „	0·23	0·36	0·34	0·17	0·15	0·08	0·49	0·24	0·38
167a	Medical „ „ „	1st half	0·15	0·23	0·15	0·09	0·12	0·20	0·20	0·11	0·18
		2nd „	0·16	0·27	0·17	0·10	0·12	0·17	0·07	0·15	0·23
168a	Rents and miscellaneous „ „	1st half	0·22	0·32	0·23	0·13	0·15	0·21	0·47	0·09	0·30
		2nd „	0·28	0·36	0·24	0·09	0·09	0·15	0·59	0·12	0·33
169a	Police . . . . . „	1st half	0·25	0·24	0·32	0·15	0·14	0·16	0·15	0·21	0·33
		2nd „	0·23	0·34	0·42	0·15	0·14	0·13	0·15	0·29	0·38
170a	Advertising . . . . „	1st half	0·01	0·02	...	0·01	0·01	...	0·03	...	0·01
		2nd „	0·01	0·02	0·02	0·01	0·02	0·01	0·04	0·01	0·01
171a	Electric telegraph . . . „	1st half	0·72	1·20	0·87	0·62	0·62	0·97	1·15	0·58	0·58
		2nd „	0·77	1·50	0·98	0·65	0·61	0·84	1·58	0·74	0·69
172a	Other charges (net) . . . „	1st half	...	0·04	...	...	0·01	0·03	...	0·12	0·27
		2nd „	0·01	0·03	...	0·01	0·01	...	...	0·18	0·30
173a	Total general charges . . „	1st half	2·69	5·53	4·77	2·03	2·22	3·20	3·91	2·10	3·43
		2nd „	2·95	7·16	5·73	1·99	2·03	2·65	4·27	2·89	4·02
	PER CENT. ON TOTAL EARNINGS.										
163b	Home expenditure . . . *Per cent.*	1st half	(c)0·48	1·83	(c) 1·78	0·23	0·21	0·52	2·24	0·22	0·28
		2nd „	(c)0·63	3·56	(c) 2·66	...	...	0·24	...	0·36	0·43
164b	Agent's office—salaries and expenses „	1st half	0·16	0·73	0·88	0·35	0·44	0·61	1·77	0·23	0·22
		2nd „	0·20	1·61	1·11	0·39	0·58	0·53	0·91	0·45	0·30
165b	Audit, accounts, and pay office „ „	1st half.	0·71	1·57	2·06	0·90	1·05	1·39	0·15	0·73	0·78
		2nd „	0·83	2·73	2·50	0·94	1·19	1·04	2·12	1·32	1·14
166b	Stores department „ „	1st half	0·25	0·40	0·48	0·23	0·24	0·16	0·42	0·25	0·28
		2nd „	0·30	0·66	0·60	0·28	0·29	0·12	1·09	0·44	0·42
167b	Medical „ „ „	1st half	0·18	0·30	0·25	0·15	0·21	0·31	1·02	0·15	0·16
		2nd „	0·21	0·50	0·30	0·16	0·24	0·24	0·15	0·27	0·25
168b	Rents and miscellaneous „ „	1st half	0·26	0·42	0·37	0·22	0·24	0·34	0·33	0·13	0·27
		2nd „	0·38	0·67	0·41	0·15	0·19	0·22	1·33	0·23	0·37
169b	Police . . . . . „	1st half	0·30	0·31	0·51	0·25	0·23	0·27	0·07	0·30	0·29
		2nd „	0·30	0·63	0·73	0·24	0·27	0·19	0·34	0·53	0·42
170b	Advertising . . . . „	1st half	0·01	0·03	...	0·02	0·02	0·01	2·49	0·01	0·01
		2nd „	0·01	0·04	0·04	0·02	0·04	0·02	0·08	0·03	0·01
171b	Electric telegraph . . . „	1st half	0·87	1·57	1·43	1·03	1·04	1·58	...	0·82	0·52
		2nd „	1·02	2·76	1·72	1·08	1·21	1·20	3·53	1·38	0·76
172b	Other charges (net) . . . „	1st half	0·01	0·05	...	0·01	0·03	0·05	...	0·16	0·24
		2nd „	0·01	0·05	...	0·01	0·01	...	...	0·33	0·34
173b	Total general charges . . . „	1st half	3·23	7·21	7·76	3·39	3·71	5·24	8·49	3·00	3·05
		2nd „	3·89	13·21	10·07	3·27	4·02	3·80	9·55	5·34	4·44
	PER CENT. ON GROSS EARNINGS.							Table G.—Special and Miscellaneous Ex			
174	Law charges . . . *Per cent.*	1st half	...	0·03	0·01	0·04	...	...	...	0·01	0·02
		2nd „	0·01	0·08	...	0·01	0·16	...	...	0·01	...
175	Compensation . . . . „	1st half	0·02	...	0·07	0·05	0·03	0·27	0·04	0·10	0·09
		2nd „	0·05	0·02	0·04	0·07	0·04	0·64	0·27	0·07	0·40
176	Rates and taxes . . . . „	1st half	0·12	0·04	0·02	0·05	...	0·20	0·01	0·10	0·15
		2nd „	0·14	0·02	0·02	0·05	...	0·17	0·37	0·18	0·23
177	Payments to other lines . . „	1st half	1·88	0·58	4·16	0·29	0·11	0·25	1·23	1·28	0·41
		2nd „	0·81	0·90	3·79	0·26	2·44	0·73	0·53	1·00	0·36
178	Other charges (net) . . . „	1st half	0·23	0·42	0·57	0·59	0·62	0·65	0·47	0·20	0·10
		2nd „	0·44	3·04	0·72	0·63	0·69	0·53	1·11	0·09	0·04
179	Total special and miscellaneous expenses . . . . . „	1st half	2·25	1·07	4·83	1·02	0·76	1·37	1·75	1·69	0·76
		2nd „	1·45	4·06	4·57	1·02	3·33	2·07	2·28	1·35	1·03

(a) Including the Godhra-Rutlam and the Gaekwar's Petlád railways.
(b) Including the Pálanpur-Deesa and the Gaekwar's Mehsána railways.
(c) Including cost of Government controlling establishment.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

EXPENSES—*concluded.*

CHARGES.

Half-years ended the 30th June and the 31st December 1894.

GAUGE.	METRE GAUGE.											
BY PANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1894.	Progressive number.
XXIV. Madras.	XXX. The Nizam's Guaranteed State railway system.	XXXVII. Bengal and North-Western railway system.	XXXIX. Rajputana-Malwa. (*b*)	XLI. Southern Mahratta railway system.	XLIV. South Indian.	XLVII. Eastern Bengal (state), including the Kaunia-Dharla (2′ 6″ gauge) branch.	XLVIII. Burma (state).	LII. Rohilkund and Kumaon railway system.	LXI. Jodhpore-Bickaneer. Jodhpore section.	LXI. Jodhpore-Bickaneer. Bickaneer section.	LXII. Bhāvnagar-Gondal-Junágarh-Porbandar.		
0·46	1·92	(*c*)0·85	0·53	0·88	(*c*)0·89		...	(*c*)1·05	...	...	0·05	1st half .	163*a*
0·45	1·96	(*c*)1·05	0·70	1·07	(*c*)0·90		...	(*c*)1·18	...	...	0·06	2nd „ .	
0·30	0·60	0·40	0·13	0·35	0·22		0·42	0·67	...	...	0·79	1st half .	164*a*
0·34	0·55	0·43	0·37	0·34	0·21		0·58	0·74	...	...	1·27	2nd „ .	
0·85	1·71	0·74	0·44	0·64	0·68		0·88	0·87	0·88	0·67	1·18	1st half .	165*a*
0·90	1·59	0·81	0·60	0·78	0·64		1·08	0·84	0·66	0·56	1·74	2nd „ .	
0·15	0·38	0·12	0·15	0·16	0·14		0·37	0·26	0·15	0·14	0·21	1st half .	166*a*
0·15	0·34	0·13	0·19	0·19	0·14		0·30	0·26	0·18	0·17	0·32	2nd „ .	
0·19	0·36	0·11	0·14	0·14	0·13		0·12	0·09	0·04	0·06	0·31	1st half .	167*a*
0·19	0·33	0·12	0·13	0·16	0·12		0·14	90·0	0·05	0·06	0·43	2nd „ .	
0·13	0·50	0·14	0·13	0·17	0·18		0·19	0·36	0·04	0·12	0·27	1st half .	168*a*
0·10	0·51	0·19	0·12	0·23	0·15		0·22	0·38	0·02	0·21	0·34	2nd „ .	
0·22	0·74	0·30	0·26	0·33	0·17		0·09	0·40	0·04	0·10	0·70	1st half .	169*a*
0·23	0·63	0·31	0·30	0·34	0·15		0·12	0·32	0·04	0·10	0·90	2nd „ .	
0·04	0·01	0·01	...	0·01	0·02		0·03	0·03	...	...	...	1st half .	170*a*
0·04	...	0·01	0·01	0·02	0·02		0·03	0·02	...	...	0·02	2nd „ .	
0·86	0·92	0·95	0·76	1·08	0·61		1·04	0·81	0·64	0·82	1·10	1st half .	171*a*
0·86	0·92	0·99	0·93	1·13	0·58		1·25	0·82	0·77	0·80	1·46	2nd „ .	
0·37	0·01	0·09	...	0·02	...		...	0·01	...	...	0·01	1st half .	172*a*
0·36	...	0·01	0·01	...	...		...	...	...	...	0·01	2nd „ .	
3·57	7·15	3·71	2·51	3·78	3·04		3·14	4·55	1·79	1·91	4·62	1st half .	173*a*
3·62	6·83	4·05	3·16	4·28	2·91		3·72	4·65	1·72	1·90	6·55	2nd „ .	
0·71	2·36	(*c*)1·46	0·90	2·17	(*c*)2·21	Included with standard gauge.	...	(*c*)2·24	...	...	0·08	1st half .	163*b*
0·68	2·65	(*c*)2·25	1·33	2·80	(*c*)2·21		...	(*c*)2·99	...	...	0·11	2nd „ .	
0·46	0·74	0·68	0·23	0·86	0·55		0·72	1·43	...	...	1·35	1st half .	164*b*
0·51	0·75	0·92	0·32	0·88	0·51		1·23	1·89	...	...	2·46	2nd „ .	
1·32	2·11	1·28	0·75	1·59	1·69		1·56	1·88	1·51	1·51	2·04	1st half .	165*b*
1·36	2·13	1·74	1·14	2·04	1·56		2·28	2·14	1·49	1·56	3·37	2nd „ .	
0·23	0·45	0·20	0·25	0·40	0·35		0·63	0·56	0·26	0·32	0·35	1st half .	166*b*
0·22	0·46	0·28	0·37	0·51	0·33		0·64	0·65	0·40	0·46	0·63	2nd „ .	
0·30	0·44	0·19	0·19	0·35	0·32		0·26	0·20	0·06	0·14	0·53	1st half .	167*b*
0·28	0·45	0·26	0·25	0·43	0·30		0·31	0·24	0·11	0·17	0·83	2nd „ .	
0·21	0·60	0·24	0·23	0·43	0·46		0·32	0·77	0·07	0·27	0·46	1st half .	168*b*
0·16	0·70	0·40	0·23	0·59	0·36		0·47	0·98	0·05	0·58	0·67	2nd „ .	
0·34	0·93	0·52	0·44	0·81	0·42		0·16	0·85	0·07	0·24	1·20	1st half .	169*b*
0·34	0·85	0·67	0·56	0·89	0·38		0·25	0·82	0·09	0·29	1·75	2nd „ .	
0·06	0·01	0·01	...	0·03	0·05		0·05	0·07	...	...	0·01	1st half .	170*b*
0·06	0·01	0·01	0·01	0·04	0·06		0·05	0·05	...	...	0·03	2nd „ .	
1·33	1·13	1·63	1·30	2·65	1·53		1·79	1·72	1·10	1·85	1·89	1st half .	171*b*
1·29	1·26	2·13	1·76	3·02	1·42		2·64	2·07	1·75	2·20	2·83	2nd „ .	
0·57	0·01	0·16	...	0·04	...		...	0·02	...	...	0·02	1st half .	172*b*
0·54	...	0·02	0·02	0·01	...		...	...	...	...	0·03	2nd „ .	
5·53	8·78	6·37	4·29	9·33	7·58		5·37	9·74	3·07	4·33	7·93	1st half .	173*b*
5·44	9·26	8·68	5·99	11·99	7·13		7·87	11·83	3·89	5·36	12·71	2nd „ .	
penses.													
0·04	0·05	0·06	...	...	0·02		...	0·11	...	...	0·03	1st half .	174
0·06	0·07	0·04	...	0·13	0·01		...	0·08	...	...	0·13	2nd „ .	
0·06	0·01	0·06	0·06	0·05	0·08		0·04	0·04	0·02	0·08	0·02	1st half .	175
0·05	0·03	0·01	0·33	0·06	0·09		0·02	0·03	0·02	...	0·07	2nd „ .	
0·35	...	0·05	...	0·09	0·12		0·27	0·01	...	...	...	1st half .	176
0·29	...	0·08	...	0·09	0·30		0·37	...	...	...	...	2nd „ .	
0·03	0·09	0·05	...	0·06	0·17		...	0·09	1·27	...	0·11	1st half .	177
0·77	...	0·05	0·02	...	0·09		...	0·17	0·16	...	0·65	2nd „ .	
0·55	0·66	1·25	0·41	0·15	0·36		0·68	4·91	0·11	0·10	—2·14	1st half .	178
0·58	0·82	2·11	0·58	0·51	0·34		0·73	6·29	0·21	0·14	1·32	2nd „ .	
1·03	0·81	1·47	0·47	0·35	0·75		0·99	5·16	1·40	0·18	—1·98	1st half .	179
1·75	0·92	2·29	0·93	0·79	0·83		1·12	6·57	0·39	0·14	2·17	2nd „ .	

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1894. EXTRACT FROM TABLES PRINTED

STANDARD

Progressive number.	Headings.	1894.	State lines worked by Companies. I. East Indian railway system.	II. Bengal-Nágpur.	III. Indian Midland railway system.	State lines worked by the State. X. North Western (state) railway, excluding military lines.	XII. Oudh and Rohilkhand (state).	XIII. Eastern Bengal (state).	XVI. East Coast (state).	Lines worked by TEED Com XXII. Great Indian Peninsula railway system.	XXIII. Bombay, Baroda and Central India. (a)
	From Appendix I.										
180	Average number of locomotives on the line . . . . . *No.*	1st half	580	103	112	447	152	97	36	605	142
		2nd „	579	103	117	444	154	97	38	605	143
181	Average miles run per locomotive per diem . . . . . *Miles*	1st half	63·09	52·68	45·40	57·66	62·97	67·24	45·30	54·89	64·04
		2nd „	58·60	42·33	37·76	53·60	64·93	80·56	45·31	39·84	50·31
	lbs. coal per engine-mile (coal-burning engines)—										
182	Coaching . . . . . *lbs.*	1st half		35·65							40·53
		2nd „		54·93							42·46
183	Goods . . . . . „	1st half	46·06		47·07	44·15	36·61	32·69	61·05	36·59	44·21
		2nd „	44·97	40·33	42·15	41·16	35·41	36·57	56·20	37·61	53·58
184	Mixed . . . . . „	1st half		43·61							38·99
		2nd „									44·99
	lbs. wood per engine-mile (wood-burning engines)—										
185	Coaching . . . . . *lbs.*	1st half	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...
186	Goods . . . . . „	1st half	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...
187	Mixed . . . . . „	1st half	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...
	Average gross weight of trains—										
188	Coaching . . . . . *Tons*	1st half	169·04	139·48	156·48	160·11	166·54	144·34	74·68	156·73	161·38
		2nd „	166·03	211·16	135·17	157·84	163·99	160·26	109·58	151·50	153·03
189	Goods . . . . . „	1st half	439·81	396·51	337·62	342·93	289·36	308·72	93·55	280·87	492·56
		2nd „	418·20	278·16	301·50	325·19	305·39	429·04	137·66	250·94	432·97
190	Mixed . . . . . „	1st half	236·80	285·56	249·11	227·19	264·12	186·80	269·23	...	235·40
		2nd „	220·02	257·47	256·38	206·22	264·63	199·44	207·18	...	219·30
	Average through speed of trains—										
191	Coaching . . . . *Miles per hour*	1st half	25·00	18·97	24·10	19·33	25·39	17·63	14·12	23·02	19·96
		2nd „	25·00	22·15	22·80	21·31	23·30	17·63	13·55	22·87	20·09
192	Goods . . . . „	1st half	12·20	10·58	12·25	12·12	10·45	12·52	11·91	10·98	10·18
		2nd „	12·20	10·52	10·79	12·18	8·74	12·52	11·91	10·51	9·64
193	Mixed . . . . „	1st half	17·48	14·97	14·86	13·99	14·76	13·68	14·12	15·19	15·07
		2nd „	17·48	15·93	14·73	15·14	12·01	13·68	13·55	15·47	15·27
	From Appendix II.										
194	Average mileage *per diem* of coaching vehicles, including brakes . *Miles*	1st half	236,421	31,333	33,746	152,133	63,625	45,978	7,213	144,314	50,987
		2nd „	232,201	31,105	31,523	146,356	61,030	45,078	10,925	144,013	51,286
195	Goods ditto ditto . „	1st half	636,445	95,659	76,606	375,335	144,886	51,246	16,313	462,694	163,449
		2nd „	523,729	55,898	50,655	324,329	141,405	99,684	15,145	248,648	87,456
	Average lead of passengers . Miles	1st half	63·95	50·96	69·81	52·21	44·39	29·13	41·59	42·41	21·85
		2nd „	62·43	47·51	68·27	50·15	40·18	28·40	36·76	38·72	20·14
	Average lead of goods . . „	1st half	221·89	135·52	170·05	122·59	110·20	84·55	72·89	241·32	171·03
		2nd „	218·08	93·68	132·71	114·47	144·64	110·34	79·36	196·03	168·46
	Total tonnage of goods lifted . Tons	1st half	3,283,310	689,540	350,476	3,057,646	899,378	416,124	181,162	1,710,495	1,008,417
		2nd „	2,850,422	517,840	314,895	2,795,377	798,291	618,936	161,920	993,726	524,373

A—*continued.*

RAILWAYS—(Part II)—*continued.*

AS APPENDICES TO THE ANALYSES. Half-years ended the 30th June and the 31st December 1894.

GAUGE.	METRE GAUGE.												
GUARANTEED COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1894.	Progressive number.
XXIV. Madras.	XXX. The Nizam's Guaranteed State railway system.	XXXVII. Bengal and North-Western railway system.	XXXIX. Rajputana-Malwa. (b)	XLI. Southern Mahratta railway system.	XLIV. South Indian.	XLVII. Eastern Bengal (state), including the Kaunia-Dharlla (2′ 6″ gauge) branch.	XLVIII. Burma (state).	LII. Rohilkund and Kumaon railway system.	LXI. Jodhpore-Bickaneer. Jodhpore section.	LXI. Jodhpore-Bickaneer. Bickaneer section.	LXII. Bhávnagar-Gondal-Junágarh-Porbandar.		
161	49	100	424	212	204	79	112	26	17	...	33	1st half	180
163	49	100	440	214	203	82	101	26	17	...	33	2nd ,,	
51·75	42·76	57·60	57·94	49·34	49·93	65·21	59·78	69·74	63·57	...	60·81	1st half	181
49·22	43·70	52·69	45·58	41·21	53·39	67·23	54·03	68·94	56·29	...	43·70	2nd ,,	
	37·27		26·57		28·92		27·09	...				1st half	182
	39·58		28·37		22·33		25·40	...				2nd ,,	
39·95	55·14	25·01	29·31	26·34	29·48	23·80	27·26	...	28·39	28·31	22·27	1st half	183
38·82	54·68	23·81	29·11	30·15	28·62	25·21	23·93	...	24·50	24·49	23·78	2nd ,,	
	51·88		21·43		32·03		27·00	..				1st half	184
	53·53		23·47		26·77		25·29	...				2nd ,,	
...	...	...	...	...	...	...	...				...	1st half	185
...	...	...	...	...	...	...	...				...	2nd ,,	
...	...	...	...	...	...	...	...	77·46	...	...	...	1st half	186
...	...	...	...	...	...	...	...	63·90	...	...	...	2nd ,,	
...	...	...	...	...	...	...	...				...	1st half	187
...	...	...	...	...	...	...	...				...	2nd ,,	
131·82	127·76	196·24	102·67	75·12	107·29	96·00	127·09	(c)	121·14	80·83	75·27	1st half	188
132·45	129·32	191·29	101·42	79·03	102·88	95·97	115·15	(c)	59·43	...	62·30	2nd ,,	
232·51	264·99	183·67	216·38	223·90	108·55	195·61	224·53	(c)	155·30	...	161·83	1st half	189
324·40	201·65	195·85	197·76	213·80	112·75	198·07	182·62	(c)	120·44	...	159·55	2nd ,,	
277·31	332·12	176·52	127·75	177·72	147·62	130·89	170·10	(c)	125·87	95·54	124·97	1st half	190
271·34	361·98	147·78	126·42	165·35	145·39	125·42	165·26	(c)	104·94	87·16	120·56	2nd ,,	
19·65	21·16	...	18·38	16·31	16·00	17·45	17·01	(c)	...	...	20·60	1st half	191
19·65	21·16	...	18·38	16·59	16·00	17·45	17·01	(c)	...	...	20·60	2nd ,,	
12·01	10·77	11·00	9·18	8·30	9·50	11·17	11·43	(c)	9·99	...	10·69	1st half	192
12·01	10·77	11·00	9·18	7·64	9·50	11·17	11·43	(c)	9·84	...	11·11	2nd ,,	
12·94	13·35	12·15	13·80	12·81	12·00	12·98	14·02	11·98	12·26	12·78	12·26	1st half	193
12·94	13·35	12·15	13·80	11·58	12·00	12·98	14·02	12·09	12·26	12·78	12·50	2nd ,,	
51,474	13,100	57,490	124,143	58,770	76,992	37,663	58,615	13,568	8,642	837	16,877	1st half	194
48,682	13,587	46,649	121,018	58,267	77,920	39,652	49,412	11,637	8,434	897	13,971	2nd ,,	
87,559	26,969	76,932	394,432	123,874	81,978	65,527	88,113	26,237	14,605	732	25,576	1st half	195
86,011	31,034	61,997	286,804	89,651	87,132	73,539	57,017	25,715	7,035	553	11,801	2nd ,,	
37·22	48·77	36·07	53·91	40·30	33·72	29·87	31·15	33·02	58·43	39·37	35·45	1st half	
37·85	46·80	33·79	53·81	40·30	34·37	29·63	27·32	32·24	55·71	37·79	35·81	2nd ,,	
125·94	127·64	110·51	271·90	128·86	58·75	84·56	94·06	65·10	131·10	41·48	77·57	1st half	
123·68	105·64	107·13	248·20	127·51	67·44	110·34	101·49	86·68	98·12	41·68	58·42	2nd ,,	
534,821	246,753	443,559	1,200,057	520,836	733,040	354,424	507,956	215,898	66,786	6,671	136,936	1st half	
541,721	293,604	311,684	846,833	404,772	706,422	291,739	286,893	136,503	33,818	5,166	87,040	2nd ,,	

(a) Including the Godhra-Rutlam and the Gaekwar's Petlád railways.
(b) Including the Pálanpur-Deesa and the Gaekwar's Mehsána railways.
(c) Information not furnished.

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1894. EXTRACT FROM TABLE PRINTED

Progressive number.	HEADINGS.	1894.	STANDARD STATE LINES WORKED BY COMPANIES. I. East Indian railway system.	II. Bengal-Nágpur.	III. Indian Midland only.	STATE LINES WORKED BY THE STATE. X. North Western only.	XII. Oudh and Rohilkhand (state).	XIII. Eastern Bengal only.	XVI. East Coast (state).	LINES WORKED BY TEED COM XXII. Great Indian Peninsula only.	XXIII. Bombay, Baroda and Central India.
	FROM APPENDIX V.										
	Average age of sleepers—										
196	Wood . . . *Years*	1st half	9·20	7·21	12·00	9·79	8·58	10·50	1·50	(*d*)	(*e*) 9·95
		2nd „	9·30	7·59	12·50	10·02	7·01	10·50	1·79	(*d*)	(*e*) 9·91
197	Iron . . . . . „	1st half	(*a*) 7·65	(*b*) 4·55	5·50	10·63	(*c*) 14·79	6·50	1·50	(*d*)	13·93
		2nd „	(*a*) 7·49	(*b*) 5·02	6·00	10·46	(*c*) 14·91	6·50	1·53	(*d*)	14·32
	Percentage of removals—										
198	Wood . . . *Per cent.*	1st half	6·06	4·99	14·66	3·42	1·77	6·83	...	5·33	(*e*)5·41
		2nd „	4·76	9·09	3·85	1·21	1·75	6·49	0·09	4·74	(*e*)5·27
199	Iron . . . . . „	1st half	2·02	(*b*) 0·06	0·02	1·32	(*c*) 3·11	0·21	...	0·83	0·85
		2nd „	1·80	(*b*) 0·04	0·43	2·56	(*c*) 4·11	0·07	0·03	1·08	0·76

(*a*) Average age of Denham-Olpherts iron sleepers only. The average age of other iron sleepers has not been furnished.
(*b*) Steel sleepers.
(*c*) Total iron and steel sleepers.
(*d*) Information not furnished.
(*e*) Excluding Adam's No. 1 creosoted sleepers.

A—*concluded.*

RAILWAYS—(Part II)—*concluded.*

AS APPENDIX TO THE ANALYSES—*concluded.* Half-years ended the 30th June and the 31st December 1894.

GAUGE.		METRE GAUGE.												
GUARANTEES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1894.	Progressive number.
XXIV. Madras.	XXX. The Nizam's Guaranteed State railway system.	XXXVII. Bengal and North-Western. Tirhoot section.	XXXVII. Bengal and North-Western. Company's section.	XXXIX. Rajputana-Malwa.	XLI. Southern Mahratta railway system.	XLIV. South Indian only.	XLVII. Eastern Bengal (state), including the Kaunia-Dharla (2' 6" gauge) branch.	XLVIII. Burma (state).	LII. Rohilkund and Kumaon railway system.	LXI. Jodhpore-Bickaneer. Jodhpore section.	LXI. Jodhpore-Bickaneer. Bickaneer section.	LXII. Bhávnagar Gondal-Junágarh Porbandar.		
(*f*) 10·31	14·50	11·01	8·26	10·50	7·00	13·01	9·00	11·43	5·62	...	...	5·40	1st half	196
(*f*) 10·43	15·00	11·34	8·69	10·50	7·50	12·43	9·50	11·28	5·90	...	...	5·77	2nd ,,	
23·32	(*g*) 20·50	11·04	...	9·50	(*c*) 6·50	(*h*) 9·59	(*c*) 8·00	...	...	(*b*) 3·50	(*b*) 2·50	(*b*) 4·49	1st half	197
23·74	(*g*) 21·00	11·54	...	10·00	(*c*) 7·00	(*h*) 9·98	(*c*) 8·50	...	...	(*b*) 4·00	(*b*) 3·00	(*b*) 4·99	2nd ,,	
(*f*) 2·61	2·62	1·95	1·11	2·27	2·26	7·96	1·57	1·12	2·18	...	...	9·68	1st half	198
(*f*) 2·85	4·84	1·55	0·85	0·02	3·99	6·42	1·24	3·43	3·65	...	...	2·15	2nd ,,	
0·11	(*g*) 0·76	0·25	...	0·33	(*c*) 0·29	(*h*) 0·03	(*c*) 0·10	...	...	...	...	(*b*) 0·81	1st half	199
0·07	(*g*) 0·91	0·04	...	0·01	(*c*) 0·16	(*h*) 0·05	(*c*) 0·40	...	...	...	...	(*b*) 0·16	2nd ,,	

(*f*) Excluding creosoted pine sleepers.
(*g*) Excluding pea-pod steel sleepers.
(*h*) Excluding Denham-Oilperts cast iron sleepers.

APPENDIX

Statement showing the general results of working of the

Serial No.	Railway.	Mean mileage worked—miles.					Coaching—Rupees.			
		1890.	1891.	1892.	1893.	1894.	1890.	1891.	1892.	1893.
	Standard gauge.									
I	East Indian	1,550	1,550	1,811	1,819	1,858 (d)	1,44,04,649	1,56,93,343	1,63,72,818	1,76,28,455
II	Bengal-Nágpur	546	811	832	860	862	5,43,378	9,30,522	11,11,283	13,34,341
III	Indian Midland	697	697	754	754	(e)754	14,69,837	16,67,165	19,90,028	20,69,217
X	North Western (state)	2,400	2,396	2,444	2,449	2,452 (f)	89,75,931	1,00,51,957	94,83,579	95,52,843
XII	Oudh and Rohilkhand (state).	693	693	693	703	773	33,95,454	38,42,518	37,57,481	39,08,783
XIII	Eastern Bengal (state)	757	249	249	249 (c)	248	37,09,721	26,33,664	22,89,026	24,05,548
XVI	East Coast (state) (a)	...	...	...	81	287 (g)	...	...	...	1,96,261
XXII	Great Indian Peninsula	1,445	1,489	1,491	1,490	1,490	87,76,053	90,87,884	89,58,793	92,35,087
XXIII	Bombay, Baroda and Central India.	461	461	461	461	461	44,11,394	45,11,243	46,57,496	49,55,714
XXIV	Madras	839	839	839	839	839	37,64,490	36,14,372	37,54,832	39,84,581
XXX	The Nizam's Guaranteed State.	354	354	354	433	355 (g)	8,28,094	8,19,130	8,36,044	10,08,982
	Metre gauge.									
XXXVII	Bengal and North-Western—									
	Tirhoot section	671	717	754	756	756	18,04,772	19,96,749	20,05,445	20,83,487
	Company's section									
XXXIX	Rajputana-Malwa	1,672	1,673	1,674	1,674	1,674	57,75,759	62,71,472	62,03,640	66,35,953
XLI	Southern Mahratta	1,309	1,361	1,385	1,512	1,556 (g)	24,81,123	26,52,855	26,44,918	31,33,087
XLIV	South Indian	751	883	1,087	1,049	1,041	33,18,412	37,34,924	40,70,125	41,63,708
XLVII	Eastern Bengal (state)—Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	Included with the Eastern Bengal (state) railway (standard gauge).	528	530	530	564	Included with the Eastern Bengal (state) railway (standard gauge).	18,81,847	17,28,441	18,79,662
	Dacca section									
XLVIII	Burma (state)	554	583	692	725	732	31,86,431	34,19,265	40,76,573	37,31,619
LII	Rohilkund and Kumaon-Company's section.	(b) 67	236	264	275	279 (h)	1,76,627	4,14,290	5,10,099	5,34,481
LXI	Jodhpore-Bickaneer—Jodhpore section	124	180	247	306	320	1,63,058	2,31,208	3,25,528	3,85,496
	Bickaneer section	...	3	43	43	43	...	1,451	24,826	31,366
LXII	Bhávnagar-Gondal-Junágarh-Porbandar.	333	334	334	334	334	8,28,561	8,14,967	8,11,590	10,18,599

principal railways during the years 1890—1894.

EARNINGS.							
	GOODS—RUPEES.					Serial No.	REMARKS.
1894.	1890.	1891.	1892.	1893.	1894.		
(g) 1,81,50,694	2,81,17,801	3,30,54,067	3,32,71,350	3,29,70,439	(g) 3,53,55,879	I	(a) Including the Northern and Behar sections, the Kaunia-Dharila (2′ 6″ gauge) branch, and the Dacca section in 1890 only.
13,21,106	21,01,475	39,96,661	45,61,507	46,08,305	48,09,555	II	(b) The figures for 1890 represent the transactions of the Company's section only of the Rohilkund and Kumaon railway. This remark applies to all subsequent pages of this appendix.
(g) 20,82,077	15,48,725	23,00,032	28,65,714	27,53,420	(g) 35,50,228	III	(c) Excluding the Bezwada-Gódávari section which is worked by the Nizam's Guaranteed State railway.
(i) 99,67,109	1,78,01,062	2,19,37,447	1,64,44,903	1,91,19,245	(i) 2,13,94,215	X	
39,41,317	37,20,159	42,75,549	44,12,793	44,53,397	63,49,657	XII	(d) Including branch lines worked; also one mile of the Rajputana-Malwa railway and 23·24 miles of the Eastern Bengal (state) railway worked over.
25,00,876	67,41,067	43,81,629	41,83,677	42,08,750	50,46,115	XIII	
8,72,534	...	...	...	87,910	4,68,994	XVI	(e) Including branch lines worked; also 15·30 miles of the East Indian railway, 2·89 miles of the Rajputana-Malwa railway, 1·00 mile of the Oudh and Rohilkhand (state) railway and 0·13 mile of the Great Indian Peninsula railway worked over.
(g) 93,72,943	2,89,38,849	3,57,37,728	3,13,19,876	2,92,03,680	(g) 2,65,38,784	XXII	
49,87,143	82,90,012	93,74,364	92,99,145	98,91,624	1,05,81,899	XXIII	
41,18,367	53,56,233	55,38,684	56,90,712	63,03,468	59,85,131	XXIV	(f) Including the Jammu and Kashmir railway (native state section), also 13 miles of the East Indian railway, Ghaziabad to Delhi worked over, but excluding 6·13 miles used for military traffic only.
(g) 8,87,505	16,83,446	18,59,997	18,27,809	19,29,927	(g) 23,06,463	XXX	(g) Including branch lines worked.
22,31,219	22,85,143	23,57,101	25,20,555	25,86,872	26,87,731	XXXVII	(h) Including branch line worked; also 12 miles of the Lucknow-Bareilly section which are worked over twice.
69,56,738	1,13,81,344	1,52,52,527	1,55,67,082	1,55,92,268	1,75,02,774	XXXIX	(i) Including the Jammu and Kashmir railway (native state section).
(g) 32,91,550	30,73,617	33,44,379	31,67,504	45,76,731	(g) 45,50,018	XLI	
42,85,626	29,43,747	32,03,562	33,29,239	37,76,548	36,32,040	XLIV	
22,56,802	Included with the Eastern Bengal (state) railway (standard gauge).	26,48,762	24,05,976	26,81,621	29,41,748	XLVII	
33,04,584	22,19,785	23,54,622	28,89,782	28,35,103	28,13,488	XLVIII	
(g) 5,41,969	85,171	3,33,126	4,56,893	4,88,684	(g) 7,54,782	LII	
4,55,497	1,98,212	3,71,858	6,03,961	4,25,939	6,11,452	LXI	
36,837	...	3,351	44,746	27,566	35,560		
9,47,804	7,05,468	6,26,142	7,23,958	9,57,818	8,53,638	LXII	

APPENDIX

Statement showing the general results of working of the

Serial No.	RAILWAY.	EARNINGS							
		STEAM-BOAT SERVICE—RUPEES.					SUNDRIES, INCLUDING		
		1890.	1891.	1892.	1893.	1894.	1890.	1891.	1892.
	STANDARD GAUGE.								
I	East Indian	64,246	75,145	70,977	1,02,161	1,15,210	8,52,659	8,44,924	8,01,898
II	Bengal-Nágpur	...	...	...	...	...	2,19,725	5,30,173	4,10,772
III	Indian Midland	...	...	...	...	...	1,05,803	1,95,164	2,22,779
X	North Western (state)	3,907	6,550	26,577	61,060	66,118	5,05,921	4,71,043	4,80,606
XII	Oudh and Rohilkhand (state).	...	...	...	...	...	2,65,783	4,46,142	3,72,563
XIII	Eastern Bengal (state) (a)	8,09,933	4,41,063	2,97,835	2,15,852	3,57,398	2,17,661	2,63,092	2,54,357
XVI	East Coast (state)	...	...	...	7,930	22,518	...	...	...
XXII	Great Indian Peninsula	...	...	...	...	...	4,30,340	4,29,721	3,86,958
XXIII	Bombay, Baroda and Central India.	...	...	...	...	...	2,38,965	2,52,162	2,87,837
XXIV	Madras	...	...	...	...	...	3,85,411	1,93,631	1,79,125
XXX	The Nizam's Guaranteed State.	...	...	...	...	...	70,459	97,311	1,16,788
	METRE GAUGE.								
XXXVII	Bengal and North-Western—								
	Tirhoot section	3,78,701	4,60,396	4,05,959	4,41,995	4,35,658	1,32,976	1,51,942	1,91,989
	Company's section								
XXXIX	Rajputana-Malwa	...	...	...	...	...	2,71,208	2,65,570	6,29,732
XLI	Southern Mahratta	...	...	...	...	...	1,02,674	1,46,239	1,28,654
XLIV	South Indian	...	...	...	...	...	1,63,351	98,270	3,15,632
XLVII	Eastern Bengal (state)—								
	Northern and Behar sections (including Kaunia-Dharila, 2′ 6″ gauge, branch).	Included with the Eastern Bengal (state) railway (standard gauge).	3,72,181	3,29,098	3,47,260	3,80,412	Included with the Eastern Bengal (state) railway (standard gauge).	53,293	68,036
	Dacca section								
XLVIII	Burma (state)	...	853	18,237	24,372	48,062	65,216	80,456	1,16,026
LII	Rohilkund and Kumaon—								
	Company's section	...	...	...	...	...	53,935	1,32,735	1,49,491
LXI	Jodhpore-Bickaneer—								
	Jodhpore section	...	...	...	...	...	9,556	9,773	17,490
	Bickaneer section	...	...	...	...	...	...	337	6,975
LXII	Bhávnagar-Gondal-Junágarh-Porbandar	...	...	...	...	...	37,759	36,154	42,630

B—*continued.*

principal railways during the years 1890—1894—continued.

Telegraph—Rupees.		Total—Rupees.					Serial No.	Remarks.
1893.	1894.	1890.	1891.	1892.	1893.	1894.		
5,76,031	(b) 7,11,478	4,34,39,355	4,96,67,476	5,05,17,043	5,12,77,086	(b) 5,43,33,171	I	(a) Including the Northern and Behar sections, the Kaunia-Dharlla (2′ 6″ gauge) branch, and the Dacca section in 1890 only.
4,75,105	5,59,987	28,64,578	54,57,356	60,83,562	64,17,751	66,90,648	II	
2,29,813	(b) 1,31,581	31,24,365	41,62,361	50,78,521	50,52,450	(b) 57,63,886	III	(b) Including branch lines worked.
5,35,584	(c) 8,86,655	2,72,86,820	3,24,66,097	2,64,35,665	2,92,68,732	(c) 3,23,14,097	X	(c) Including the Jammu and Kashmir railway (native state section).
3,53,747	2,27,862	73,81,397	85,64,209	85,42,837	87,15,927	1,05,18,836	XII	
2,39,330	4,67,454	1,14,78,382	77,19,358	70,24,895	70,69,485	83,71,843	XIII	
5,022	1,16,632	...	...	...	2,97,123	14,80,678	XVI	
3,74,974	(b) 3,62,369	3,81,45,242	4,52,55,333	4,06,65,627	3,88,13,741	(b) 3,62,74,296	XXII	
2,48,707	3,79,442	1,29,40,371	1,41,37,769	1,42,44,478	1,50,96,045	1,59,48,484	XXIII	
2,16,987	2,17,514	95,06,135	93,44,687	96,24,669	1,05,05,036	1,03,21,012	XXIV	
1,22,696	(b) 62,917	25,81,999	27,76,438	27,80,641	30,61,605	(b) 32,56,885	XXX	
1,83,921	2,04,939	46,01,591	49,66,188	51,23,939	52,95,375	55,59,547	XXXVII	
3,42,464	3,82,027	1,74,28,280	2,17,89,569	2,24,00,454	2,25,70,685	2,48,41,539	XXXIX	
1,10,220	(b) 1,45,879	56,57,413	61,43,473	59,41,076	78,20,038	(b) 79,87,447	XLI	
1,09,173	1,11,520	64,25,511	70,36,756	77,14,996	81,10,429	80,29,186	XLIV	
73,119	64,921	Included with the Eastern Bengal (state) railway (standard gauge).	49,56,083	45,31,551	49,81,662	56,43,883	XLVII	
1,31,413	1,21,220	54,71,432	58,55,196	71,00,618	67,22,597	62,87,354	XLVIII	
1,31,621	(b) 1,34,832	3,14,833	8,80,151	11,16,483	11,54,786	(b) 14,31,583	LII	
20,332	14,207	3,70,826	6,12,839	9,46,979	8,31,765	10,81,156	LXI	
7,793	7,876	...	5,139	76,547	66,725	80,273		
53,512	38,845	15,71,783	14,77,263	15,78,178	20,29,929	18,40,287	LXII	

APPENDIX

Statement showing the general results of working of the

EXPEN

Serial No.	RAILWAY.	MAINTENANCE, PER MILE OF TRACK, INCLUDING SIDINGS—RUPEES.					LOCOMOTIVE. Total per train-mile—Annas.					LOCOMOTIVE. Cost of fuel per train-mile—			
		1890.	1891.	1892.	1893.	1894.	1890.	1891.	1892.	1893.	1894.	1890.	1891.	1892.	1893.
	STANDARD GAUGE.														
I	East Indian .	1,618	1,425	1,310	1,482	(b) 1,738	7·03	6·85	6·91	6·74	(b) 6·44	0·72	0·77	0·75	0·71
II	Bengal-Nágpur . .	1,432	766	896	965	1,163	14·07	11·31	9·78	8·65	8·34	3·92	2·04	1·46	1·22
III	Indian Midland .	1,091	779	805	882	(b) 999	10·17	11·36	10·86	10·65	(b) 10·37	3·89	4·29	4·30	3·85
X	North Western (state)	1,814	2,557	1,815	2,313	(c) 2,168	12·12	11·61	12·57	12·01	(c) 11·82	4·78	4·79	4·94	4·89
XII	Oudh and Rohilkhand (state).	1,435	1,125	1,302	1,366	1,656	6·93	8·53	6·86	6·66	6·92	2·19	3·97	2·66	2·62
XIII	Eastern Bengal (state)(a)	1,410	2,196	1,155	1,653	1,831	6·10	6·81	6·82	6·99	6·53	1·45	1·59	3·22	2·02
XVI	East Coast (state) .	...	...	...	...	1,080	...	...	...	10·43	14·50	...	...	...	3·80
XXII	Great Indian Peninsula.	2,234	2,463	2,207	2,373	(b) 2,289	13·08	13·22	12·68	12·62	(b) 13·02	4·51	4·39	3·86	3·70
XXIII	Bombay, Baroda and Central India.	2,535	2,743	2,630	1,923	2,068	12·93	12·56	12·41	12·98	14·85	4·99	4·74	3·87	4·01
XXIV	Madras . . .	1,254	1,301	1,439	1,003	1,151	11·40	13·41	11·82	12·22	12·16	4·26	4·56	4·28	4·43
XXX	The Nizam's Guaranteed State.	1,477	1,236	1,109	1,029	(b) 1,341	9·64	10·43	9·87	9·24	(b) 9·41	2·74	2·90	2·29	2·00
	METRE GAUGE.														
XXVII	Bengal and North-Western—														
	Tirhoot section .	528	461	500	595	697	5·54	4·93	4·56	4·87	4·43	1·91	1·60	1·57	1·54
	Company's section														
XXXIX	Rajputana-Malwa .	734	830	850	814	813	10·31	9·73	9·55	9·47	8·96	4·32	4·45	4·07	3·82
XLI	Southern Mahratta .	1,066	638	626	669	(b) 812	8·97	8·82	9·02	8·82	(b) 8·76	3·66	3·40	3·19	2·95
XLIV	South Indian . .	1,435	1,589	1,112	1,086	896	8·87	9·17	8·83	9·05	8·81	3·66	4·47	3·74	3·70
XLVII	Eastern Bengal (state)—														
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	Included with the Eastern Bengal (state) railway (standard gauge).	1,673	773	1,059	791	Included with the Eastern Bengal (state) railway (standard gauge).	4·88	4·98	5·46	5·45	Included with the Eastern			
	Dacca section .														
XLVIII	Burma (state) . .	1,482	1,761	1,367	1,899	1,371	9·61	9·84	9·67	9·98	9·78	3·92	3·43	3·16	3·47
LII	Rohilkund and Kumaon—														
	Company's section. .	576	425	391	510	706	7·41	6·35	6·00	5·00	(b) 5·73	2·35	2·86	2·88	2·10
LXI	Jodhpore-Bickaneer—														
	Jodhpore section .	641	530	473	412	323	8·13	7·91	9·26	8·88	9·00	5·34	5·70	5·68	4·74
	Bickaneer section .	...	5	319	228	253	...	8·50	9·96	9·54	8·66	...	6·25	5·55	4·75
LXII	Bhávnagar-Gondal-Junágarh-Porbandar.	797	1,019	1,405	1,162	1,042	8·31	8·41	7·53	8·15	7·82	4·16	3·90	3·38	3·44

B—*continued.*

***principal railways during the years 1890—1894*—continued.**

DITURE.

Annas.	Repairs of engines, and of machinery, tools and plant per train-mile—Annas.					CARRIAGE AND WAGON. Per train-mile—Annas.					Repairs of stock and of machinery, tools and plant per train-mile—Annas.					Serial No.	REMARKS.
1894.	1890.	1891.	1892.	1893.	1894.	1890.	1891.	1892.	1893.	1894.	1890.	1891.	1892.	1893.	1894.		
(b) 0·73	1·98	1·95	1·98	1·87	(b) 1·91	2·35	2·04	2·01	1·91	(b) 2·00	1·94	1·71	1·72	1·62	(b) 1·70	I	(a) Including the Northern and Behar sections, the Kaunia-Dharlla (2′ 6″ gauge) branch, and the Dacca section in 1890, excepting columns "Cost of fuel per train-mile," "Repairs per train-mile," and "Repairs of stock per train-mile," which include figures of above sections up to 1893.
1·06	4·72	2·76	2·03	1·84	1·98	3·42	2·66	1·97	2·43	2·02	2·24	1·71	1·13	1·63	1·25	II	
(b) 3·47	1·49	1·42	1·56	1·82	(b) 1·77	2·62	2·43	2·41	2·66	(b) 2·53	1·89	1·70	1·77	1·96	(b) 1·83	III	
(b) 4·79	3·01	2·28	2·59	2·54	(b) 2·59	4·40	3·90	2·68	3·31	(c) 3·65	3·59	3·20	2·06	2·70	(b) 3·01	X	(b) Including branch lines worked.
2·88	1·19	1·34	1·29	1·17	1·15	2·09	2·17	2·01	2·08	3·22	1·64	1·68	1·56	1·63	2·83	XII	
(b) 1·84	1·65	1·61	2·32	1·38	(b) 1·34	2·25	3·25	2·69	3·37	3·65	2·33	2·31	2·89	1·86	(b) 1·96	XIII	(c) Including the Jammu and Kashmir railway (native state section).
4·81	...	...	...	1·10	2·43	...	...	...	1·28	1·72	...	...	...	0·41	0·68	XVI	
(b) 3·77	2·23	2·40	2·44	2·66	(b) 2·89	3·49	3·42	3·34	3·10	(b) 3·00	2·57	2·48	2·34	2·18	(b) 2·18	XXII	
(d) 5·59	2·23	1·99	1·97	2·60	(d) 3·04	4·06	3·96	5·19	4·36	3·78	3·13	3·06	3·83	3·08	(d) 2·47	XXIII	
(b) 4·67	3·05	4·25	3·24	3·37	(b) 3·13	3·62	3·16	3·28	3·04	4·53	2·92	2·37	2·45	2·21	(b) 3·18	XXIV	
(b) 1·96	1·89	2·30	2·45	2·17	(b) 2·31	2·01	2·39	2·92	2·43	(b) 2·34	1·29	1·74	2·21	1·79	(b) 1·71	XXX	
1·26	0·68	0·75	0·87	0·81	0·83	1·23	1·39	1·38	1·29	1·19	0·70	0·93	0·96	0·86	0·77	XXXVII	
(e) 3·87	1·68	1·49	1·64	2·03	(e) 1·66	4·29	2·59	1·93	2·32	2·25	3·50	1·98	1·32	1·68	(e) 1·68	XXXIX	(d) Including the Godhra-Rutlam railway up to 21st October 1894 only, and the branch lines for the whole year.
(b) 2·47	1·36	1·57	2·12	2·13	(b) 2·34	1·60	1·92	2·07	1·59	(b) 1·88	1·09	1·44	1·56	1·16	(b) 1·43	XLI	
(b) 3·65	1·61	1·85	2·20	2·36	(b) 2·10	1·89	1·57	1·93	2·76	3·13	1·44	1·16	1·64	2·36	(b) 2·59	XLIV	(e) Including branch lines worked, but excluding the Godhra-Rutlam railway.
Bengal (state) railway (standard gauge).						Included with the Bengal railway (Eastern (state) (standard gauge).	1·41	1·27	1·54	1·42	Included with the Eastern Bengal (state) railway (standard gauge).					XLVII	
3·09	1·26	1·50	1·63	1·89	1·90	2·35	2·37	2·07	3·25	3·35	1·69	1·69	1·36	2·26	2·37	XLVIII	
(b) 2·22	1·35	1·10	1·10	0·93	(b) 1·16	1·83	1·37	1·67	1·22	(b) 1·48	0·77	0·68	1·08	0·73	(b) 0·97	LII	
4·79	0·96	0·51	1·43	1·71	2·02	0·54	0·62	0·77	1·13	0·68	0·23	0·40	0·45	0·81	0·40	LXI	
4·55	...	1·76	0·84	1·73	1·95	...	0·25	0·68	1·07	0·65	...	0·09	0·43	0·81	0·38		
(b) 3·38	0·96	1·27	·20	1·59	(b) 1·50	0·83	1·18	1·44	1·46	1·57	0·37	0·68	0·92	0·99	(b) 1·09	LXII	

APPENDIX

Statement showing the general results of working of the

Serial No.	RAILWAY.	TRAFFIC, PER CENT. ON TRAFFIC EARNINGS.					GENERAL PER CENT. ON GROSS EARNINGS, EXCLUDING STEAM-BOAT.					EXPEN STEAM-		
		1890.	1891.	1892.	1893.	1894.	1890.	1891.	1892.	1893.	1894.	1890.	1891.	1892.
	STANDARD GAUGE.													
I	East Indian	6·85	5·98	5·77	5·82	5·75 (b)	4·20	3·43	3·57	3·65	3·54 (b)	78,951	64,024	80,829
II	Bengal-Nágpur	10·02	9·81	8·24	8·04	8·18	15·53	11·52	9·82	9·60	9·41	...	...	...
III	Indian Midland	11·18	10·05	9·18	9·62	8·71 (b)	12·75	9·96	9·30	9·62	8·80 (b)	...	...	...
X	North Western (state)	8·52	7·44	9·51	8·82	7·8 (c)	4·35	3·54	4·39	4·12	3·73 (c)	81,094	80,607	70,139
XII	Oudh and Rohilkhand (state).	9·53	8·43	7·89	8·24	7·43	5·97	5·09	4·71	4·42	3·85	...	...	...
XIII	Eastern Bengal (state)(a)	11·62	10·55	11·66	11·40	10·58	4·77	3·62	4·25	4·25	3·75	6,22,739	3,36,516	3,27,379
XVI	East Coast (state)	...	...	...	19·36	17·60	...	...	...	12·63	9·16	...	...	...
XXII	Great Indian Peninsula	7·38	6·69	7·46	8·07	8·66 (b)	3·37	2·88	3·26	3·40	3·85 (b)	...	...	...
XXIII	Bombay, Baroda and Central India.	6·31	5·99	5·97	6·09	5·74	4·06	3·62	4·08	3·69	3·61	...	...	...
XXIV	Madras	8·99	9·34	8·93	8·75	8·61	5·80	6·07	5·61	5·33	5·48	...	...	...
XXX	The Nizam's Guaranteed State.	8·52	8·06	8·30	8·21	7·31 (b)	9·45	9·59	9·89	9·43	9·01 (b)	...	...	...
	METRE GAUGE.													
XXXVII	Bengal and North-Western—													
	Tirhoot section	9·94	8·19	8·95	8·86	8·94	8·92	8·11	8·13	8·02	7·98	2,25,766	2,78,438	2,16,574
	Company's section													
XXXIX	Rajputana-Malwa	7·82	6·48	6·49	6·77	6·31	6·34	5·35	5·19	5·26	5·01	...	...	...
XLI	Southern Mahratta	11·64	11·83	11·65	9·78	10·64 (b)	12·77	11·74	12·31	9·87	10·17 (b)	...	...	...
XLIV	South Indian	7·95	7·76	8·85	8·45	8·79	5·97	7·19	7·64	7·28	7·32	...	...	...
XLVII	Eastern Bengal (state)—													
	Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch).	Included with the Eastern Bengal (state) railway (standard gauge).	10·08	10·16	9·50	9·00	Included with the Eastern Bengal (state) railway (standard gauge).	4·64	5·40	5·28	4·70	Included with the Eastern Bengal (state) railway (standard gauge).	4,06,152	3,01,642
	Dacca section													
XLVIII	Burma (state)	10·36	10·17	10·22	11·05	11·53	6·46	5·89	5·36	6·09	6·41	...	7,913	61,509
LII	Rohilkund and Kumaon	14·89	1·06	13·68	11·21	10·22 (b)	13·17	11·52	11·59	11·97	10·70 (b)	...	...	...
LXI	Jodhpore-Bickaneer—													
	Jodhpore section	5·39	4·78	4·90	6·45	5·29	2·70	2·57	3·15	4·06	3·39	...	...	...
	Bickaneer section	...	6·43	8·62	9·66	8·33	...	6·46	4·28	5·52	4·75	...	...	...
LXII	Bhávnagar-Gondal Junágarh-Porbandar.	10·07	10·46	10·13	9·16	10·46	11·49	11·85	10·28	8·19	9·66	...	...	...

B—*continued.*

principal railways during the years 1890—1894—continued.

DITURE—*concluded.*

BOAT—RUPEES.		MISCELLANEOUS, PER CENT. ON GROSS EARNINGS, EXCLUDING STEAM-BOAT.					TOTAL—RUPEES.					Serial No.	REMARKS.
1893.	1894.	1890.	1891.	1892.	1893.	1894.	1890.	1891.	1892.	1893.	1894.		
68,138	86,613	0·42	1·05	1·01	1·22	(b) 1·87	1,36,16,581	1,35,15,647	1,43,84,228	1,50,54,184	(d) 1,66,46,000	I	(a) Including the Northern and Behar sections, the Kaunia-Dharlla (2′ 6″ gauge) branch and the Dacca section in 1890 only.
...	...	2·18	1·07	1·54	1·31	2·16	23,17,115	27,72,904	30,75,396	31,55,531	34,32,234	II	
...	...	2·55	6·78	4·90	5·38	4·71	25,24,585	28,10,189	31,29,981	31,69,078	(b) 33,55,491	III	(b) Including branch lines worked, but excluding the charges incurred direct by the State in the case of the Great Indian Peninsula railway only.
70,388	84,621	1·09	0·96	1·17	1·06	(c) 1·03	1,71,41,434	2,04,45,966	1,69,41,140	1,94,56,758	(e) 1,94,71,361	X	
...	...	1·27	0·97	1·04	0·98	1·96	36,26,918	36,21,751	35,26,507	36,98,874	17,82,697	XII	
2,91,246	2,84,015	1·62	1·87	4·77	0·78	2·24	54,08,059	33,66,195	31,13,317	30,92,012	33,76,299	XIII	(c) Including the Jammu and Kashmir railway (native state section).
13,005	37,306	...	...	...	0·01	2·05	...	...	...	2,51,639	13,29,757	XVI	(d) Including branch lines worked, but excluding contribution to the Provident Fund.
...	...	1·51	1·62	1·89	1·91	(b) 1·57	1,89,94,983	2,18,34,585	1,97,76,840	2,01,52,083	(f) 1,93,40,878	XXII	
...	...	0·66	0·73	1·28	0·81	0·87	54,42,193	58,29,567	60,31,388	54,21,253	(g) 57,75,783	XXIII	(e) Including the Jammu and Kashmir railway, (native state section), but excluding rent of leased lines.
...	...	0·52	1·05	1·22	0·81	1·39	49,84,654	54,38,158	53,32,537	50,83,294	53,73,149	XXIV	
...	...	0·73	0·81	0·76	0·75	(b) 0·36	15,42,409	15,18,578	14,26,775	14,82,933	(h) 15,63,588	XXX	(f) Including branch lines worked, but excluding contribution to Provident Fund and rent of leased lines.
2,20,949	1,85,621	0·70	0·21	1·69	2·65	1·98	20,28,228	19,88,347	21,06,870	22,87,448	23,23,359	XXXVII	(g) Excluding contribution to Provident Fund.
...	...	0·84	0·63	0·59	0·82	0·67	87,85,756	94,72,504	91,85,679	92,81,585	94,87,375	XXXIX	(h) Including branch lines worked, but excluding rent of leased line.
...	...	0·68	0·43	0·64	0·38	(b) 0·55	44,20,975	40,48,971	40,69,203	46,34,807	(d) 52,23,490	XLI	
...	...	1·15	0·65	0·69	0·80	0·79	37,58,204	46,07,132	48,61,405	49,56,959	47,36,624	XLIV	
2,99,738	3,01,645	Included with the Eastern Bengal (state) railway (standard gauge).	0·92	2·65	0·97	1·24	Included with the Eastern Bengal (state) railway (standard gauge).	27,77,145	22,09,402	23,23,997	22,85,868	XLVII	
73,041	71,955	0·87	0·75	0·78	0·86	1·05	31,23,241	34,83,805	37,14,531	44,80,015	39,64,026	XLVIII	
...	...	2·44	8·95	7·54	6·98	(b) 5·81	1,63,831	5,46,267	6,42,667	6,95,820	(b) 8,19,089	LII	
...	...	0·38	1·24	3·39	0·12	1·02	1,74,634	2,78,475	4,18,038	3,97,879	4,11,783	LXI	
...	...	...	...	2·77	0·24	0·16	...	2,415	51,643	40,990	39,826		
...	...	1·38	1·55	1·92	1·52	0·71	9,71,521	10,01,477	11,40,302	11,41,221	10,48,953	LXII	

APPENDIX

Statement showing the general results of working of the

Serial No.	RAILWAY.	RESULTS EXCLUSIVE OF														
		GROSS EARNINGS PER TRAIN-MILE—RUPEES.					EXPENDITURE PER TRAIN-MILE—RUPEES.					NET EARNINGS PER TRAIN-MILE—RUPEES.				
		1890.	1891.	1892.	1893.	1894.	1890.	1891.	1892.	1893.	1894.	1890.	1891.	1892.	1893.	1894.
	STANDARD GAUGE.															
I	East Indian	5·36	5·46	4·99	5·00	4·97 (b)	1·67	1·48	1·41	1·46	1·52 (d)	3·69	3·98	3·58	3·54	3·45 (b)
II	Bengal-Nágpur	4·71	4·73	4·14	4·21	4·16	3·81	2·40	2·09	2·07	2·13	0·90	2·33	2·05	2·14	2·03
III	Indian Midland	2·82	3·20	3·25	3·47	3·71 (b)	2·28	2·16	2·00	2·18	2·16 (b)	0·54	1·04	1·25	1·29	1·55 (b)
X	North Western (state)	3·58	3·55	3·34	3·33	3·52 (c)	2·25	2·23	2·13	2·21	2·12 (c)	1·33	1·32	1·20	1·12	1·40 (c)
XII	Oudh and Rohilkhand (state)	3·29	3·77	3·50	3·1	3·43	1·62	1·59	1·45	1·41	1·56	1·67	2·18	2·05	1·90	1·87
XIII	Eastern Bengal (state) (a)	3·58	4·63	4·05	4·23	4·69	1·61	2·01	1·68	1·73	1·81	1·97	2·62	2·37	2·50	2·88
XVI	East Coast (state)	...	...	...	1·66	2·79	...	...	...	1·37	2·47	...	...	...	0·29	0·32
XXII	Great Indian Peninsula	4·28	4·34	4·16	3·92	3·95 (b)	2·13	2·09	2·02	2·04	2·11 (d)	2·15	2·25	2·13	1·88	1·84 (b)
XXIII	Bombay, Baroda and Central India.	5·60	5·46	5·61	6·21	6·47	2·36	2·25	2·38	2·23	2·34	3·24	3·21	3·24	3·98	4·13
XXIV	Madras	3·86	3·70	3·82	3·97	4·10	2·03	2·15	2·12	1·92	2·13	1·83	1·55	1·70	2·05	1·97
XXX	The Nizam's Guaranteed State	3·94	4·39	4·62	4·51	4·84 (b)	2·36	2·40	2·37	2·40	2·32 (b)	1·59	1·99	2·25	2·11	2·52 (b)
	METRE GAUGE.															
XXXVII	Bengal and North-Western—															
	Tirhoot section	3·02	2·93	2·89	2·98	3·03	1·29	1·11	1·16	1·27	1·27	1·73	1·82	1·73	1·71	1·76
	Company's section															
XXXIX	Rajputana-Malwa	3·32	3·24	3·32	3·44	3·50	1·67	1·41	1·36	1·41	1·34	1·65	1·83	1·96	2·03	2·16
XLI	Southern Mahratta	2·50	2·50	2·48	2·58	2·47 (b)	1·95	1·65	1·70	1·54	1·62 (d)	0·55	0·85	0·78	1·04	0·85 (b)
XLIV	South Indian	2·70	2·42	2·35	2·53	2·55	1·58	1·58	1·48	1·55	1·50	1·12	0·84	0·87	0·98	1·05
XLVII	Eastern Bengal (state)—															
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	Included with the Eastern Bengal (state) railway (standard gauge).	3·15	2·83	3·13	3·29	Included with the Eastern Bengal (state) railway (standard gauge).	1·76	0·29	1·04	1·24	Included with the Eastern Bengal (state) railway (standard gauge).	1·39	1·55	2·09	2·05
	Dacca section															
XLVIII	Burma (state)	3·42	3·49	3·72	3·45	3·32	1·95	2·08	1·92	2·27	2·07	1·47	1·41	1·80	1·18	1·25
LII	Rohilkund and Kumaon	4·30	2·64	2·87	2·17	2·69 (b)	2·24	1·64	1·65	1·31	1·54 (b)	2·06	1·00	1·22	0·86	1·15 (b)
LXI	Jodhpore-Bickaneer—															
	Jodhpore section	3·19	2·58	3·10	2·88	3·25	1·50	1·17	1·37	1·37	1·24	1·69	1·41	1·73	1·51	2·01
	Bickaneer section	...	1·61	1·95	2·07	2·51	...	0·76	1·31	1·27	1·25	...	0·85	0·64	0·80	1·26
LXII	Bhávnagar-Gondal-Junágarh-Porbandar.	2·80	3·19	3·20	3·54	3·45	1·73	2·16	2·31	1·99	1·97	1·07	1·03	0·89	1·55	1·48

B—*continued.*

principal railways during the years 1890—1894—continued.

STEAM-BOAT SERVICE. Average gross earnings per mile per week—Rupees.					Capital expended on open line, inclusive of rolling-stock and steam-boat but excluding suspense—Rupees.					Serial No.	Remarks.
1890.	1891.	1892.	1893.	1894.	1890.	1891.	1892.	1893.	1894.		
538	615	536	541	(b) 561	35,17,49,640	35,22,43,240	37,52,16,917	37,80,23,518	(b) 38,43,34,517	I	(a) Including the Northern and Behar sections, the Kaunia-Dhaulla (2' 6" gauge) branch, and the Dacca section in 1890 only.
101	130	141	144	149	6,22,72,468	8,51,80,388	9,02,86,954	9,49,30,443	9,53,27,024	II	
86	115	130	129	(b) 147	7,88,56,496	8,15,71,338	9,07,79,753	9,20,25,869	(b) 9,34,14,815	III	(b) Including branch lines worked.
220	261	208	229	(c) 253	38,28,65,195	38,80,65,777	41,46,87,574	41,84,62,218	41,39,01,642	X	(c) Including the Jammu and Kashmir railway (native state section.)
205	238	237	239	262	9,04,18,812	9,04,92,957	9,06,20,467	9,31,68,289	10,06,10,377	XII	(d) Including branch lines worked, but excluding contribution to the Provident Fund.
271	596	520	529	621	9,74,27,275	5,59,86,968	5,71,09,557	5,74,37,088	5,77,10,480	XIII	
...	...	...	68	98	...	...	...	1,70,47,026	3,06,57,378	XVI	(e) Including R 10,90,014 on account of interest on capital during construction.
508	584	525	501	(b) 468	26,98,48,349	27,12,92,449	28,91,63,626	28,99,93,213	(b) 29,08,99,653	XXII	
540	590	594	630	665	9,21,07,465	9,34,43,154	9,37,77,980	9,46,52,623	9,58,99,760	XXIII	
218	214	221	241	237	11,49,41,050	11,62,45,354	11,69,03,761	11,74,85,956	11,77,41,334	XXIV	
140	151	151	136	(b) 177	3,68,35,942	3,81,19,211	4,02,42,786	5,03,64,158	(b) 4,10,00,224	XXX	
121	121	120	123	130	2,28,51,202 2,47,87,907	2,33,67,592 2,51,14,472	2,36,38,810 2,67,78,556	2,46,18,894 2,79,27,906	2,47,54,385 (e) 2,81,51,325	XXXVII	
200	252	257	259	285	12,51,86,464	12,57,04,691	12,61,86,902	12,65,57,851	12,72,94,046	XXXIX	
83	87	83	99	(b) 99	10,50,42,640	10,87,28,704	11,01,16,447	11,85,84,972	(b) 11,91,42,140	XLI	
165	153	137	149	148	4,62,65,978	6,32,42,123	7,45,74,660	7,39,26,233	7,37,84,917	XLIV	
Included with the Eastern Bengal (state) railway (standard gauge).	181	152	168	179	Included with the Eastern Bengal (state) railway (standard gauge).	4,37,75,804	4,57,39,834	4,62,61,960	4,64,34,760	XLVII	
190	193	197	178	164	4,99,69,474	5,35,58,537	6,11,09,166	6,20,95,477	6,32,79,885	XLVIII	
90	72	81	81	(b) 99	20,37,223	95,17,422	97,22,003	1,02,97,951	(b) 1,04,96,009	LII	
58	65	74	52	63	22,73,338	41,62,091	47,61,590	64,24,467	64,22,872	LXI	
...	36	34	30	35	...	14,32,706	9,48,622	9,65,771	9,69,407		
91	85	91	117	106	1,64,45,102	1,67,11,505	1,68,42,743	1,68,84,909	1,69,79,643	LXII	

APPENDIX

Statement showing the general results of working of the

Serial No.	RAILWAY.	NET EARNINGS—RUPEES.				
		1890.	1891.	1892.	1893.	1894.
	STANDARD GAUGE.					
I	East Indian	2,98,22,775	3,61,51,830	3,61,32,815	3,62,22,902	3,76,87,171 (b)
II	Bengal-Nágpur	5,47,463	26,84,452	30,08,166	32,62,220	32,58,414
III	Indian Midland	5,99,780	13,52,172	19,48,540	18,83,372	24,08,395 (b)
X	North Western (state)	1,01,45,387	1,20,20,131	94,94,525	98,11,974	1,28,42,736 (c)
XII	Oudh and Rohilkhand (state)	37,54,478	49,42,458	50,16,330	50,17,053	57,36,139
XIII	Eastern Bengal (state) (a)	60,70,323	43,53,163	39,11,578	39,77,473	49,95,544
XVI	East Coast (state)	...	...	...	45,484	1,50,921
XXII	Great Indian Peninsula	1,91,50,259	2,34,20,748	2,08,88,787	1,86,61,658	1,69,33,418 (b)
XXIII	Bombay, Baroda and Central India	74,98,178	83,08,202	82,13,090	96,74,792	1,01,72,701
XXIV	Madras	45,21,480	39,06,529	42,92,132	54,21,742	49,47,863
XXX	The Nizam's Guaranteed State	10,39,590	12,57,860	13,53,866	15,78,672	16,93,297 (b)
	METRE GAUGE.					
XXXVII	Bengal and North-Western—					
	Tirhoot section	25,73,364	29,77,841	30,17,069	30,07,927	32,36,188
	Company's section					
XXXIX	Rajputana-Malwa	86,42,525	1,23,17,065	1,32,14,775	1,32,89,100	1,53,54,164
XLI	Southern Mahratta	12,24,074	20,73,558	18,53,157	31,53,380	27,37,595 (d)
XLIV	South Indian	26,08,432	24,29,624	28,53,591	31,35,465	32,92,562
XLVII	Eastern Bengal (state)—					
	Northern and Behar sections (including the Kaunia-Dharlla, 2'6" gauge, branch)	Included with the Eastern Bengal (state) railway (standard gauge).	21,78,938	23,22,149	26,57,665	33,58,015
	Dacca section					
XLVIII	Burma (state)	23,48,191	23,71,391	33,86,087	22,42,492	23,23,328
LII	Rohilkund and Kumaon	1,51,002	1,73,010	4,73,816	4,58,966	6,12,494 (b)
LXI	Jodhpore-Bickaneer—					
	Jodhpore section	1,96,192	3,34,364	5,28,941	4,33,895	6,69,373
	Bickaneer section	...	2,724	24,904	25,735	40,447
LXII	Bhávnagar-Gondal-Junágarh-Porbandar	6,00,267	4,75,786	4,37,876	8,88,708	7,91,334

B—*concluded.*

principal railways during the years 1890—1894—concluded.

Percentage of working expenses on gross earnings.					Per cent. of net earnings per annum on capital expenditure on open line, including steam-boat, but excluding suspense.					Serial No.	Remarks.
1890.	1891.	1892.	1893.	1894.	1890.	1891.	1892.	1893.	1894.		
31·35	27·21	28·47	29·35	(b) 30·64	8·48	10·21	9·63	9·58	(b) 9·81	I	(a) Including the Northern and Behar sections, the Kaunia-Dharlla (2′ 6″ gauge) branch, and the Dacca section in 1890 only. (b) Including branch lines worked.
80·89	50·81	50·55	49·17	51·30	0·88	3·15	3·33	3·44	3·42	II	
80·80	67·54	61·63	62·72	(b) 58·22	0·76	1·66	2·15	2·05	2·58	III	(c) Including the Jammu and Kashmir railway (native state section).
62·82	62·98	64·08	66·48	(c) 60·26	2·64	3·10	2·29	2·34	3·10	X	
49·14	42·29	41·28	42·44	45·47	4·15	5·46	5·54	5·38	5·70	XII	
47·12	43·61	44·32	43·74	40·33	6·23	7·82	6·85	6·93	8·66	XIII	
...	...	...	84·69	89·81	...	...	...	0·27	0·49	XVI	
49·80	48·25	48·63	51·92	(b) 53·32	7·10	8·63	7·22	6·44	5·82	XXII	
42·06	41·23	42·34	35·91	36·22	8·07	8·97	8·76	10·22	10·61	XXIII	
52·44	58·20	55·40	48·39	52·06	3·93	3·36	3·67	4·62	4·20	XXIV	
59·74	54·70	51·31	48·44	(b) 48·01	2·83	3·30	3·36	3·13	4·13	XXX	
44·08	40·04	41·12	43·20	41·79	5·39	6·14	5·98	5·72	6·12	XXXVII	
50·41	43·47	41·01	41·12	38·19	6·90	9·80	10·47	10·50	12·06	XXXIX	
78·36	66·26	68·82	59·68	(e) 65·73	1·17	1·93	1·69	•2·66	•2·30	XLI	
57·50	65·47	63·01	61·12	58·99	5·64	3·84	3·83	4·29	4·46	XLIV	
Included with the Eastern Bengal (state) railway (standard gauge).	56·03	48·76	46·65	40·50	Included with the Eastern Bengal (state) railway (standard gauge).	4·98	5·08	5·74	7·23	XLVII	(d) Net earnings after paying contribution to the Provident Fund. (e) Calculated on working expenses, including contribution to the Provident Fund.
57·08	59·50	52·31	66·64	63·05	4·70	4·43	5·54	3·61	3·67	XLVIII	
52·04	67·53	57·56	60·26	(b) 57·22	7·41	1·82	4·87	4·46	5·84	LII	
47·09	45·44	44·14	47·83	38·09	8·63	8·03	11·11	6·75	10·42	LXI	
...	47·00	67·47	61·43	49·61	...	0·19	2·63	2·66	4·17		
61·81	67·79	72·25	56·22	57·00	3·65	2·85	2·60	5·26	4·66	LXII	

APPEN

Statement showing the mileage, age, cost and general results

[Steam-boat earnings and expenses, and

Serial Number.	Railway.	Miles open at end of the year.	Mean mileage open during the year.	Mean age of line at end of the year.	Capital outlay at end of the year.	Cost, per mile open.	Gross earnings.	Working expenses, including contribution to the Provident Fund.	Net earnings.	Percentage on capital cost, Gross earnings.	Percentage on capital cost, Working expenses, including contribution to the Provident Fund.	Percentage on capital cost, Net earnings.	Gross earnings per mean mile open per week.	Per cent. of working expenses, including contribution to the Provident Fund, on gross earnings.
	STANDARD GAUGE.	Miles.	Miles.	Years.	₹	₹	₹	₹	₹				₹	
	State lines worked by companies.													
I	East Indian	1,664·11	1,650·51 (a)	29·46	36,63,90,626	2,20,172	5,25,74,276	1,61,76,467	3,63,97,809	14·35	4·41	9·94	604 (b)	30·77
II	Bengal-Nágpur	860·88	860·88 (c)	6·27	9,53,27,024	1,10,732	66,90,647	34,32,233	32,58,414	7·02	3·60	3·42	149 (d)	51·30
III	Indian Midland	677·35	677·35 (e)	7·23	8,62,43,319	1,27,325	52,22,032	30,19,698	22,02,334	6·05	3·50	2·55	144 (f)	57·83
IV	Bhopal-Itársi (British section)	13·11	13·11	12·23	21,71,496	1,65,637	1,61,637	1,00,183	61,454	7·44	4·61	2·83	237	61·98
V	Godhra-Rutlam	115·50	55·15	0·69	1,48,91,788	1,28,933	3,02,661	1,23,003	1,79,658	2·03	0·82	1·21	106	40·64
VI	Wardha Coal	44·88	(g)	18·66	49,87,689	1,11,134	(h) 90,775	(i) 1,486	89,289	...	...	1·79	...	...
VII	Dhond-Manmád	145·44	(g)	16·74	1,12,10,763	77,082	(h) 3,94,941	(i) 12,948	3,81,993	...	..	3·41	...	...
	Bezwada extension	20·58	(j)	5·89	14,26,902	69,334	(h) 71,270	...	71,270	...	...	4·99	...	...
	State lines worked by the State.													
X	North Western (state)	2,429·54	(k) 2,438·62	16·03	40,85,26,052	(m) 1,61,587	3,22,47,979	(n) 1,94,04,295	1,28,43,684	(o) 7·88	(o) 4·74	3·14	(p) 253	60·17
XI	Hyderabad-Shadipalli	58·91	58·91	2·37	16,88,666	28,664	1,45,222	1,09,160	36,062	8·60	6·46	2·14	47	75·17
XII	Oudh and Rohilkhand (state)	796·64	772·60	17·26	10,06,10,377	1,26,293	1,05,28,835	47,82,697	57,36,138	10·45	4·75	5·70	262	45·47
XIII	Eastern Bengal (state)	248·49	248·33	25·04	5,58,64,119	2,24,814	89,14,445	30,92,284	49,22,161	14·35	5·54	8·81	621	38·58
XIV	Bengal Central	125·01	125·01	11·20	1,00,62,819	80,496	8,20,179	4,99,686	3,20,493	8·15	4·97	3·18	126	60·92
XV	Calcutta Port Commissioners'	6·22	6·22	13·94	58,79,200	9,45,209	3,23,373	1,85,318	1,38,055	5·50	3·15	2·35	1,000	57·31
XVI	East Coast (state)	(q) 351·77	286·61	1·05	3,05,78,431	86,927	14,58,160	12,92,451	1,65,709	4·77	4·23	0·54	98	88·64
	Lines worked by guaranteed companies.													
XXII	Great Indian Peninsula	1,286·93	(r) 1,490·23	30·33	27,37,74,124	2,12,734	3,62,74,296	(s) 2,00,17,713	1,62,56,583	(t) 12·47	(t) 6·88	5·94	468	55·18
XXIII	Bombay, Baroda and Central India	460·90	460·90	28·34	9,58,99,760	2,08,071	1,59,48,484	58,77,510	1,00,70,974	16·63	6·13	10·50	665	36·85
XXIV	Madras	839·22	839·22	30·70	11,77,41,334	1,40,239	1,03,21,012	53,73,149	49,47,863	8·76	4·56	4·20	237	52·06
	Assisted companies.				(u) and (v)									
XXV	Delhi-Umballa-Kalka	161·40	161·40	3·84	1,54,20,272	95,541	13,37,525	6,42,012	6,95,513	8·67	4·16	4·51	159	48·00
XXVI	Tarkessur	22·23	22·23	10·00	17,47,840	78,625	3,06,160	1,49,891	1,56,269	17·51	8·57	8·94	265	48·96
	Lines owned by native states and worked by companies.													
XXVII	Khámgaon	7·55	(g)	24·83	4,85,521	64,307	(h) 21,967	...	21,967	...	...	4·52	...	...
XXVIII	Amráoti	5·44	(g)	23·87	4,41,556	81,168	(h) 42,795	(i) 885	41,910	...	...	9·49	...	...
XXIX	Bhopal-Itársi (Native state section)	44·00	44·00	10·12	50,00,000	1,13,636	3,80,217	2,35,610	1,44,607	7·60	4·71	2·89	166	61·97
XXX	The Nizam's Guaranteed State	332·32	(w) 354·70	12·02	3,95,73,322	1,19,082	32,56,885	(y) 16,34,857	16,22,028	(x) 7·94	(x) 3·99	4·10	177	50·20
XXXI	The Gaekwar's Petlád	13·35	13·35	4·66	7,11,712	53,312	69,668	25,631	44,037	9·79	3·60	6·19	100	36·79
XXXII	Kolar Gold-fields	10·00	5·86	0·59	6,44,564	64,456	75,771	46,498	29,273	11·75	7·21	4·54	249	61·37
	Lines owned by native states and worked by state railway agency.													
XXXIII	Rájpura-Bhátinda	107·94	107·94	5·94	(v) 66,70,192	61,795	12,59,032	6,92,468	5,66,564	18·87	10·38	8·49	224	55·00
XXXIV	Jammu and Kashmir (Native state section)	15·92	(a1)	4·80	9,59,773	60,287	(h) 17,555	...	17,555	...	...	1·83	...	...
	TOTAL AND AVERAGE.	10,865·63	10,693·13	19·19	1,75,49,29,180	(b1) 1,60,058	18,83,47,799	8,69,28,133	10,14,19,666	10·73	4·95	5·78	(c1) 337	46·15

(a) Excluding 1 mile of the Rajputana-Malwa railway and 23·24 miles of the Eastern Bengal (state) railway worked over by the company.
(b) Calculated on total mean mileage worked, 1,674·75 miles.
(c) Excluding 1·45 miles of foreign lines worked over by the company.
(d) Calculated on total mean mileage worked, 862·33 miles.
(e) Excluding 15·30 miles of the East Indian railway, 2·89 miles of the Rajputana-Malwa railway, 1 mile of the Oudh and Rohilkhand (state) railway, and 0·13 mile of the Great Indian Peninsula railway worked over by the company.
(f) Calculated on total mean mileage worked, 696·67 miles.
(g) Included with the Great Indian Peninsula railway.
(h) Represents the amount received as rent for the lease of this line.
(i) Expenditure incurred direct by the State.
(j) Included with the Nizam's Guaranteed State railway.
(k) Excluding portion of the old Quetta loop (98·67 miles), which is under reconstruction on a new alignment, but including 6·13 miles (Meean Meer chord and Ferozepore cantonment to Hussainiwala) used for military traffic only.
(l) Excluding 13 miles of the East Indian railway, also 6·13 miles used for military traffic only,—*vide* remark (k).
(m) Calculated on 2,528·21 miles, including 98·67 miles of the old Quetta loop, which is now under reconstruction on a new alignment.
(n) Including ₹17,555 on account of rent of leased line.
(o) Including the Jammu and Kashmir railway (Native state section).
(p) Calculated on 2,451·62 miles.
(q) Excluding 2·99 miles of metre gauge line.
(r) Including the mileage of the branch lines worked by the company.
(s) Including ₹5,50,478 on account of rent of leased lines.
(t) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways.
(u) Including interest on capital during construction (₹5,76,918).
(v) The decrease as compared with last year's report is due to certain credits.
(w) Including 2·19 miles (Trimulgherry troop siding) used for military traffic only.
(x) Including the Bezwada extension, 3·10 miles of the home line worked over twice by each train, and 0·89 mile of the East Coast (state) railway worked, but excluding 2·19 miles used for military traffic only.
(y) Including rent of leased line (₹71,270).
(z) Including the Bezwada extension.
(a1) Included with the North Western (state) railway.
(b1) Calculated on 10,964·30 miles.
(c1) Calculated on 10,751·14 miles.

DIX C.

of working of Indian railways for the year 1894.

suspense items have been excluded.]

Serial Number.	RAILWAY.	Miles open at end of the year.	Mean mileage open during the year	Mean age of line at end of the year.	Capital outlay at end of the year.	Cost, per mile open.	Gross earnings.	Working expenses, including contribution to the Provident Fund.	Net earnings.	PERCENTAGE ON CAPITAL COST. Gross earnings.	Working expenses, including contribution to the Provident Fund.	Net earnings.	Gross earnings per mean mile open per week.	Per cent. of working expenses, including contribution to the Provident Fund, on gross earnings.
	METRE GAUGE.	Miles.	Miles.	Years.	₹c	₹	₹	₹	₹				₹	
	State lines worked by companies.													
XXXVII	Bengal and North-Western— Tirhoot section	341·80	341·80	10·87	1,42,09,290 (a)	70,829	51,23,889	21,37,738	29,86,151	10·08	4·20	5·88	130	41·72
	Company's section	414·50	414·50	9·12	2,66,11,264	64,201								
XXXVIII	Rohilkund and Kumaon (Lucknow-Bareilly section)	231·17	212·96	6·16	(b) 84,24,762	36,444	9,72,269	5,76,048	3,96,221	11·54	6·84	4·70	87	59·25
XXXIX	Rajputana-Malwa	1,674·02	1,674·02	15·30	12,72,94,046	76,041	2,48,41,539	94,87,375	1,53,54,164	19·51	7·45	12·06	285	38·19
XL	Pálanpur-Deesa	17·28	17·28	1·15	3,99,601	23,125	37,544	14,399	23,145	9·39	3·60	5·79	42	38·35
XLI	Southern Mahratta	1,042·04	1,042·04	8·42	9,36,36,917	89,859	58,50,542	38,28,536	20,22,006	6·25	4·09	2·16	108	65·44
XLII	Guntakal-Mysore frontier	119·50	119·50	2·13	58,56,564	40,009	3,68,952	2,42,383	1,26,569	6·29	4·12	2·17	59	65·70
XLIII	Southern Mahratta (Mysore section)	296·00	296·00	8·78	1,43,49,622	48,478	14,45,412	9,68,263	4,77,149	10·07	6·75	3·32	94	66·99
XLIV	South Indian	1,041·51	1,041·51	15·07	7,37,84,917	70,844	(c) 80,74,517	(c) 47,63,530	33,10,987	10·94	6·45	4·49	148	58·99
XLV	Máyavaram-Mutupet	53·99	40·53	0·75	23,47,578	43,482	1,63,460	1,00,518	62,942	6·96	4·28	2·68	103	61·50
	State lines worked by the State.													
XLVII	Eastern Bengal (state)— Northern and Behar sections (including the Kaunia-Dharla, 2′ 6″ gauge, branch)	478·55	478·55	11·76	3,87,94,662	81,607	47,62,017	17,11,110	30,50,907	12·28	4·42	7·86	191	35·93
	Dacca section	85·92	85·92	9·48	67,04,908	78,037	5,01,454	2,73,113	2,28,341	7·48	4·07	3·41	112	54·46
XLVIII	Burma (state)	745·39	732·48	8·70	6,25,89,777	83,969	62,39,292	38,92,071	23,47,221	9·97	6·22	3·75	164	62·38
	Assisted companies.													
LI	Deoghur	4·79	4·79	11·88	2,86,180	59,745	29,425	19,766	9,659	10·28	6·90	3·38	118	67·17
LII	Rohilkund and Kumaon (Company's section)	53·92	53·92	10·25	20,71,247	38,413	4,59,313	2,43,042	2,16,271	22·17	11·73	10·44	(d) 134	52·91
LIII	Bengal Dooars	36·40	34·50	1·74	(e) 21,47,981	59,010	1,96,525	80,951	1,15,574	9·14	3·76	5·38	109	41·19
LIV	Dibru-Sadiya	77·50	77·50	10·99	70,76,298	91,307	5,31,645	3,35,913	1,95,732	7·51	4·74	2·77	132	63·18
	Lines owned by native states and worked by companies.													
LVII	The Gaekwar's Mehsána	92·63	92·63	4·82	30,94,578	33,408	3,79,972	1,43,585	2,36,387	12·28	4·64	7·64	79	37·79
LVIII	Kolhápur	29·07	29·07	3·70	23,05,817	79,319	1,23,390	80,194	43,196	5·35	3·48	1·87	81	64·99
LIX	Yesvantpur-Mysore frontier	51·35	51·35	4·59	24,01,668	46,771	1,61,704	1,05,765	55,939	6·73	4·40	2·33	60	65·41
LX	Mysore-Nanjangúd	15·25	15·25	3·08	5,91,552	38,790	37,447	24,711	12,736	6·33	4·18	2·15	47	65·99
	Lines owned and worked by native states.													
LXI	Jodhpore-Bickaneer— Jodhpore section	320·50	320·50	5·38	64,22,872	20,040	10,81,156	4,11,783	6,69,373	16·83	6·41	10·42	65	38·09
	Bickaneer section	43·50	43·50	3·06	9,69,407	22,285	80,273	39,826	40,447	8·28	4·11	4·17	35	49·61
LXII	Bhávnagar-Gondal-Junágarh-Porbandar	333·98	333·98	10·43	1,69,79,643	51,535 (f)	18,40,287	10,48,953	7,91,334	10·84	6·18	4·66	106	57·00
LXIII	Jetalsar-Rájkot	46·23	46·23	1·72	14,81,400	32,044	1,55,556	94,403	61,153	10·49	6·37	4·12	65	60·68
	TOTAL AND AVERAGE	7,646·79	7,600·31	10·78	53,08,32,546	69,419	6,34,57,580	3,06,23,976	3,28,33,604	11·95	5·77	6·18	(g) 160	48·26
	SPECIAL GAUGES.						c	c						
	State line worked by the State.							c						
LXVIII	Jorhát (2′ 0″)	28·00	26·39	9·64	8,01,332	28,619	71,933	60,732	11,201	8·97	7·57	1·40	52	84·43
	Assisted company.													
LXIX	Darjeeling-Himalayan (2′ 0″)	51·00	51·00	14·12	30,64,676	60,092	6,36,284	3,77,125	2,59,159	20·76	12·30	8·46	239	59·27
	Line owned by native state and worked by company.													
LXX	The Gaekwar's Dabhoi (2′ 6″)	71·66	71·66	15·01	18,53,030	25,859	2,40,315	1,44,887	95,428	12·97	7·82	5·15	65	60·29
	Line owned by native state and worked by state railway agency.													
LXXII	Cooch Behar (2′ 6″)	22·12	22·12	1·30	6,94,501	31,397	40,280	31,704	8,576	5·80	4·56	1·24	35	78·68
	Line owned and worked by native state.													
LXXIII	Morvi (2′ 6″)	94·36	94·00	7·34	22,02,593	23,342	3,20,348	1,77,681	1,42,667	14·54	8·06	6·48	65	55·46
	TOTAL AND AVERAGE	267·14	265·17	10·43	86,16,132	32,253	13,09,160	7,92,129	5,17,031	15·19	9·19	6·00	94	60·51
	GRAND TOTAL AND AVERAGE	18,779·56	18,558·61	15·64	2,29,43,77,858	1,22,174	25,31,14,539	11,83,44,238	13,47,70,301	11·03	5·16	5·87	(h) 261	46·75

(a) Including interest on capital during construction (R10,90,014).
(b) Including interest on capital during construction (R48,901).
(c) Including the amount received for working the Pondicherry railway, the expenses of which are included with those of the South Indian railway.
(d) Calculated on 65·92 miles, including 12 miles of the Rohilkund and Kumaon railway (Lucknow-Bareilly section) worked over by the Rohilkund and Kumaon railway (Company's section).
(e) Including R37,876 on account of interest on capital during construction.
(f) Calculated on the mileage of the home line, *viz.*, 329·48 miles.
(g) Calculated on 7,607·81 miles.
(h) Calculated on 18,624·12 miles.

APPENDIX D.

Statement of Indian railways, and of steam tramways outside municipal limits, constructed and in progress on the 31st March 1895.

INDEX.

Railway.	Classification.	Serial No.
A		
Ahmedabad-Parántij	Assisted company	I.V
Amráoti	Line owned by native state and worked by company	XXVIII
Anklesvar-Nándod	Line owned by native state and worked by company	LXXI
Assam-Bengal	State line worked by company	XLVI
B		
Bareilly-Rámpur-Moradabad	See serial No. XII—Oudh and Rohilkhand (state)	...
Bengal and North-Western*	State line worked by company	XXXVII
Bengal Central*	State line worked by the State	XIV
Bengal Dooars	Assisted company	LIII
Bengal-Nágpur	State line worked by company	II
Bezwada extension	See serial No. XVI—East Coast (state)	...
Bhávnagar-Gondal-Junágarh-Porbandar	Line owned and worked by native states	LXII
Bhopal-Itársi (British section)	State line worked by company	IV & XXIX
Bhopal-Itársi (Native state section)	Line owned by native state and worked by company	
Bhopal-Ujjain	Line owned and worked by native state	XXXVI
Bína-Guna	Line owned and worked by native state	XXXV
Bombay, Baroda and Central India	Line worked by guaranteed company	XXIII
Burma (state)	State line worked by the State	XLVIII
C		
Calcutta Port Commissioners'	State line worked by the State	XV
Cawnpore-Gogra (metre gauge link)	State line worked by the State	XLIX
Cooch Behar	Line owned by native state and worked by state railway agency	LXXII
D		
Darjeeling-Himalayan	Assisted company	LXIX
Delhi-Umballa-Kalka	Assisted company	XXV
Deoghur	Assisted company	LI
Dhond-Manmád	State line worked by company	VII
Dibru-Sadiya	Assisted company	LIV
E		
East Coast (state)	State line worked by the State	XVI
Eastern Bengal (state)—		
Dacca section	State line worked by the State	XLVII
Northern and Behar sections (including the Kaunia-Dharla, 2′ 6″ gauge, branch).		
Standard gauge sections		XIII
East Indian	State line worked by company	I
G		
Gaekwar's Dabhoi	Line owned by native state and worked by company	LXX
Gaekwar's Mehsána	Line owned by native state and worked by company	LVII
Gaekwar's Petlád	Line owned by native state and worked by company	XXXI
Godhra-Rutlam	State line worked by company	V
Great Indian Peninsula	Line worked by guaranteed company	XXII
Guntakal-Mysore frontier	State line worked by company	XLII
H		
Hyderabad-Shadipalli	State line worked by the State	XI
I		
Indian Midland	State line worked by company	III
J		
Jammu and Kashmir (Native state section)	Line owned by native state and worked by state railway agency	XXXIV
Jetalsar-Rájkot	Line owned and worked by native state	LXIII
Jodhpore-Bickaneer	Line owned and worked by native state	LXI
Jorhát	State line worked by the State	LXVIII
K		
Khamgáon	Line owned by native state and worked by company	XXVII
Kolar Gold-fields	Line owned by native state and worked by company	XXXII
Kolhápur	Line owned by native state and worked by company	LVIII
Kotri-Rohri (chord line)	State line worked by the State	XIX
L		
Lucknow-Bareilly section, Rohilkund and Kumaon railway	State line worked by company	XXXVIII
M		
Madras	Line worked by guaranteed company	XXIV
Madras-Ennúr branch	State line worked by company	IX
Mári-Attock	State line worked by the State	XXI
Máyavaram-Mutupet	State line worked by company	XLV
Morvi	Line owned and worked by native state	LXXIII
Mushkaf-Bolán	State line worked by the State	XX
Mu Valley	State line worked by the State	L
Mysore-Nanjangúd	Line owned by native state and worked by company	LX
Mysore section, Southern Mahratta railway	State line worked by company	XLIII
N		
Nilgiri	Assisted company	LVI
Nizam's Guaranteed State	Line owned by native state and worked by company	XXX
North Western (state)	State line worked by the State	X
O		
Oodeypore-Chitor	Line owned and worked by native state	LXIV
Oudh and Rohilkhand (state)	State line worked by the State	XII
P		
Pálanpur-Deesa	State line worked by company	XL
Pondicherry	Foreign line	LXVII
R		
Rájkot-Jamnagar	Line owned and worked by native state	LXV
Rájpura-Bhátinda	Line owned by native state and worked by state railway agency	XXXIII
Rajputana-Malwa	State line worked by company	XXXIX
Rohilkund and Kumaon (Company's section)	Assisted company	LII
Rutlam-Ujjain	State line worked by company	VIII
S		
Southern Mahratta	State line worked by company	XLI
South Indian	State line worked by company	XLIV
T		
Tarkessur	Assisted company	XXVI
Tirhoot section, Bengal and North-Western railway	State line worked by company	XXXVII
Tramways outside municipal limits	...	See after No. LXXIII
W		
Wardha Coal	State line worked by company	VI
Wazirabad-Lyallpur	State line worked by the State	XVIII
West of India Portuguese	Foreign line	LXVI
Y		
Yesvantpur-Mysore frontier	Line owned by native state and worked by company	LIX

* Although for convenience classed amongst the state railways, $\frac{\text{the company's section of this line}}{\text{this line}}$ is the property of the $\frac{\text{Bengal and North-Western}}{\text{Bengal Central}}$ Railway Company.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
	East Indian—	Miles.	Miles.	*Main line—*		Miles.
	Main line—			Howrah to Hooghly	15-8-54*	23·23
	Howrah to Khána junction	74·48		Hooghly to Pundooah	1-9-54*	14·31
	Khána junction to Luckeeserai junction	187·20		Pundooah to Khána junction	3-2-55*	36·94
	Luckeeserai junction to Allahabad	303·33		Khána junction to Raneegunge	3-2-55*	45·71
	Allahabad to Delhi	390·27		Raneegunge to Siársol	21-7-63*	1·70
		955·28		Siársol to Sítarámpur	1-1-65*	15·15
	Loop line—			Sítarámpur to Luckeeserai junction	1-1-71*	124·64
	Khána junction to Luckeeserai junction	250·51		Luckeeserai to Dinapore	17-11-62*	82·42
				Dinapore to Moghal Sarai	22-12-62*	125·92
	Branches—			Moghal Sarai to Mirzapur	1-1-64	39·28
	Bhadreswar junction (17·46 miles from Howrah) to the river bank (*Bhadreswar branch*)	2·60		Mirzapur to south bank, Jumna	4-4-64	52·64
	Hooghly junction (23·23 miles from Howrah) to Naihati on the Eastern Bengal (state) railway (*Hooghly bridge branch*)	4·22		Jumna bridge to Allahabad	15-8-65	3·07
	Ondál junction (115·80 miles from Howrah *viá* the main line) to Alipur block hut (*Ondál loop*)	31·54		Allahabad to Cawnpore	3-3-59	119·47
	Shekhpur junction on the Ondál loop (125·63 miles from Howrah *viá* the main line) to Khorabad (*Shekhpur branch*)	8·92		Cawnpore to Etáwah	1-7-61	86·46
	Salanpur (140·20 miles from Howrah *viá* the main line) to Shamdi (*Salanpur branch*)	5·30		Etáwah to Shikohabad	13-11-61	34·39
	Sitarámpur junction (137·04 miles from Howrah *viá* the main line) to Kátrásgarh (*Jherria branch*)	39·23		Shikohabad to Tundla junction	1-4-62	22·92
	2·05 miles from Barákar (144·52 miles from Howrah *viá* the main line) to Chanch (*Chanch branch*)	2·88		Tundla junction to Aligarh	1-3-63	48·44
	Dheria Joba (171·17 miles from Howrah *viá* the main line) to the Damoodur river (*Damoodur branch*)	10·00		Aligarh to Chola (Bulandshahr road)	1-4-64	35·54
	Madhupur junction (182·38 miles from Howrah *viá* the main line) to Kurhurbaree collieries (*Kurhurbaree branch*)	26·70		Chola to Delhi (south bank, Jumna)	1-8-64	41·27
	Nalháti (144·60 miles from Howrah *viá* the loop line) to Azímganj (*Azímganj branch*)	27·48		Delhi terminus	1-1-67	1·78
	Tinpahár junction (194·72 miles from Howrah *viá* the loop line) to Rajmehal (*Rajmehal branch*)	7·50				955·28
				Loop line—		
				Khána junction to river Adjai	3-10-58	19·00
				River Adjai to Sainthia	3-9-59	25·12
				Sainthia to Tinpahár	15-10-60	76·12
				Tinpahár to Bhágalpur	1-11-61	69·05
				Bhágalpur to Jamálpur	10-2-62	32·62
				Jamálpur to Luckeeserai	17-11-62	28·60
						250·51
				Branches—		
				Bhadreswar branch	6-12-81	2·60
				Hooghly bridge branch	15-3-87*	4·22
				Ondál loop—		
				Ondál to Babasole	1-5-64	2·02
				Babasole to Mangalpur	1-1-63	2·74
				Mangalpur to Toposi	2-2-63	2·65
				Toposi to Shekhpur junction—		
				For coal traffic	15-4-94	2·42
				Panooria to Alipur block hut—		
				For goods traffic	30-3-95	7·51
				Shekhpur branch—		
				For coal traffic	15-4-94	8·92
				For passenger and goods traffic	1-1-95	
				Salanpur branch—		
				For coal traffic	7-9-94	4·29
				Jherria branch—		
				Sítarámpur to Barákar	1-1-65	5·43
				Barákar to Kátrásgarh	20-5-94 (*a*)	33·80
				Chanch branch—		
				For goods traffic	1-2-93	2·88
				Kurhurbaree branch	1-1-71	26·70
				Azímganj branch	15-7-92	27·48
				Rajmehal branch	15-10-60	7·50
	Carried over	166·37	1,205·79		Carried over	1,205·79 / 141·19

*These are the dates of opening the original single line which has
(*a*) The first seven miles of this extension were worked for coal traffic

D—*continued.*

progress on the 31st March 1895.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The earthwork and bridges generally are for a double line, except the superstructure of iron bridges. The line was originally laid almost entirely with wooden sleepers; but cast-iron plate sleepers have since been introduced, and these, as well as wooden sleepers, are used for renewals. The rails vary in weight from 74lbs. to 82lbs. per yard. The line is double from Howrah to Moghal Sarai.	The experimental line from Howrah to Raneegunge was commenced in January 1851. The first section (23·23 miles) was opened on the 15th August 1854.
	The chord line from Khâna junction to Luckeeserai junction, which now forms a part of the main line, was commenced in February 1866, and was opened on 1st January 1871. This line diminishes the distance between Howrah and the Upper Provinces by 63·31 miles.
	A branch line of railway has been constructed by the Beerbhoom Coal Company from their colliery at Borreah to a point on the East Indian railway. It was opened for coal traffic at the end of February 1885.
	The commencement of work on the Hooghly bridge branch (4·22 miles) was sanctioned on the 14th January 1884. The bridge was completed and opened for traffic on 15th March 1887.
The Ondál loop is a single line throughout. The rails are laid on transverse timber sleepers and cast-iron bowl and plate sleepers.	The section of the Ondál loop from Toposi to Panooria, and the Shekhpur branch, were sanctioned for construction in July, and the Salanpur branch in August, 1892. An extension of this line from Mohanpur towards Jamgram, about a mile long, was sanctioned for construction in September 1894.
The Jherria branch is single throughout. The rails are iron, cut, 18′ 6″ long, and are laid on timber sleepers.	The Alipur branch of the Barákar Coal Company, extending from the Alipur block hut to Panooria, was purchased by the East Indian Railway Company for a sum of R1,00,000. It has been worked as a part of the Ondál loop since March 1895.
The Kurhurbaree branch is constructed for a single line. The width of formation in the embankments is 16 feet.	The extension of the Jherria branch from Barákar to Kátrásgarh, including the Chanch branch, was sanctioned for construction, and orders for the commencement of work issued, on the 9th March 1892.
	The construction of the Damoodur branch was sanctioned in January 1894.
The road on the Azímganj branch was formed by Government as for a first class metalled road, and one-half of the surface was made over to the Indian Branch Railway Company for a single track. The line was originally laid with 31-lb. rails on teak, sál, and pine sleepers. On its conversion to the standard gauge, the permanent-way was replaced by 82-lb. iron rails laid on Denham-Olpherts plate sleepers over a bed of laterite ballast. The ruling gradient is 1 in 100. The line is unfenced throughout.	The line from Nalháti to Azímganj, which was constructed by the Indian Branch (afterwards the Oudh and Rohilkhand) Railway Company, was purchased by the State on the 31st March 1872 for a sum of £30,000. On the 1st April 1892 this line was incorporated with the undertaking, and on the 15th July 1892 opened on the standard gauge under the name of the "Azímganj branch."
	The old Nalháti (4′ 0″ gauge) line was opened for traffic on the 21st December 1863.

since been doubled. For dates of opening the double line *see* page cxxxii.
rom the 1st August 1893.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
I	**East Indian**—*concld.*					
	Brought forward .	166·37	1,205·79	Brought forward .		1,205·79 / 141·19
	Branches—concld.			*Branches*—concld.		
	From a point (209·53 miles from Howrah *viâ* the loop line) near Maharajpur to the new steamer ghât (*Maharajpur branch*) . .	1·40		Maharajpur branch . .	1-1-95	1·40
	From a point (about 213·28 miles from Howrah *viâ* the loop line) to the river Ganges (*Sakrighât branch*) . . .	3·12		Sakrighât branch . .	1-1-94	3·12
				Monghyr branch . .	10-4-62	5·68
				Mokameh branch . .	1-5-83	3·63
	Sultangunge (279·28 miles from Howrah *viâ* the loop line) to Sultangunge ghât (*Sultangunge branch*) .	1·16				
	Jamálpur junction (296·39 miles from Howrah *viâ* the loop line) to Monghyr (*Monghyr branch*) .	5·68				
	Mokameh junction (282·32 miles from Howrah *viâ* the main line) to the river bank (*Mokameh branch*)	3·63				
				Patna-Gya branch—		
	Bankipore junction (337·74 miles from Howrah *viâ* the main line) to Gya (*Patna-Gya branch*) .	57·47		Bankipore junction to Bankipore . .	2-6-79	0·25
				Bankipore to Jehanabad	21-4-79	28·00
				Jehanabad to Gya .	2-6-79	29·22
	Bankipore junction (337·74 miles from Howrah *viâ* the main line) to Dígha ghát (*Dígha ghát branch*)	5·53		Dígha ghát branch . .	2-4-85	5·53
				Tárighát branch . .	5-10-80	12·00
	Dildárnagar (433·66 miles from Howrah *viâ* the main line) to Tárighât on the Ganges opposite Gházipur (*Tárighât branch*)	12·00				
				Jubbulpore branch . .	1-8-67	223·58
	Naini junction (560·46 miles from Howrah *viâ* the main line, or 4·55 miles east of Allahabad) to Jubbulpore (*Jubbulpore branch*) . . .	223·58				
				Allahabad fort branch .	3-3-59	2·34
	Allahabad junction (565·01 miles from Howrah *viâ* the main line) to fort (*Allahabad fort branch*)	2·34				
				Cawnpore city branch .	15-2-79	0·88
	Cawnpore junction (684·48 miles from Howrah *viâ* the main line) to the corn market in the city (*Cawnpore city branch*) .	0·88				
				Agra branch . . .	1-4-62	13·35
						470·17
	Tundla junction (828·25 miles from Howrah *viâ* the main line) to Agra (*Agra branch*) . .	13·35	496·51			
				Doubl.—Main line and branches.		
				Howrah to Serampore .	10-3-57	11·74
				Serampore to Chandernagore . . .	1-2-58	8·38
				Chandernagore to Hooghly	1-5-58	3·11
				Hooghly to Magra . .	1-10-58	5·49
				Magra to Pundooah . .	25-2-59	8·82
				Pundooah to Burdwan .	1-10-59	28·72
				Burdwan to Khána . .	1-1-59	8·22
				Khána to Durgapur . .	1-6-70	31·35
				Durgapur to Raneegunge .	2-9-70	14·36
				Raneegunge to Sítarámpur	19-12-70	16·85
				Sítarámpur to Luckeeserai	1-1-71	124·64
				Luckeeserai to Burhee .	22-6-60	9·82
				Burhee to Barh . .	22-2-68	27·10
				Barh to Futwah . .	1-11-68	25·87
				Futwah to Dinapore .	20-3-67	19·63
				Dinapore to Bihta . .	13-8-68	10·93
				Bihta to Arrah . .	28-3-70	13·50
				Arrah to Buxar . .	13-8-68	42·67
				Buxar to Dildárnagar .	15-4-82	22·46
				Dildárnagar to Zamánia .	20-5-82	8·59
				Zamánia to Sakaldiha .	20-9-82	16·28
				Sakaldiha to Moghal Sarai	10-8-82	11·49
				Hooghly bridge branch .	15-3-87	4·22
				TOTAL DOUBLE LINE .		474·24
	TOTAL .		1,702·30	TOTAL OPEN MILEAGE .		1,675·96

D—*continued.*

progress on the 31st March 1895.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The first 29 miles of the Patna-Gya branch are laid with rails, 64lbs. to the yard, on the existing metalled road, with deviations in places. For the remainder a new alignment has been adopted.	The Sakrighát branch (4·92 miles in length) was opened for traffic on 1st January 1894; but owing to the channel at Sakri having silted up, about 1·80 miles of this line have been taken up and a siding for a length of 1·40 miles has been constructed from a point near Maharajpur and was opened for traffic on 1st January 1895. The construction of the Sultangunge branch was sanctioned in March 1893. The Mokameh branch was originally 1·75 miles in length, and was used for goods traffic only. When the terminus of the Tirhoot state railway was changed from opposite Barh to opposite Mokameh, this branch was extended about 0·75 mile and opened to passenger traffic on 1st May 1883. Owing to alterations made during 1893 the length of this branch has now been increased to 3·63 miles. The Patna-Gya branch (Bankipore junction to Gya) was constructed by the State. The survey was carried out under orders issued by the Government of Bengal in April 1877, and construction was commenced on the 13th February 1878. The branch was worked by state agency from the date of opening up to 1st January 1883, on which date it was made over to the East Indian Railway Company to be worked under an agreement. On the 1st July 1892 this branch was incorporated with the East Indian railway.
On the Jubbulpore branch the land and earthwork are for a double line, but only one track is laid. The bridges and viaducts are also for a double line, but in girder bridges and viaducts the girders on the down side have not been erected. On the first 54 miles, rails 82 lbs. to the yard have been used; the rest of the line has rails 74 lbs. to the yard. The rails are generally laid on wooden sleepers of creosoted fir and sál. The rest of the branches are laid with a single track, but the formation generally is for a double line. The rails are laid on wooden cross sleepers. The length of road laid with an additional sleeper per pair of rails is 1,974 miles, leaving 10·15 miles of very short branches which it is not considered necessary to provide with additional sleepers. The length of road relaid with steel rails up to the 31st December 1894 was 1,509·71 miles, as follows: Howrah district . . 180·55 Chord line . . . 353·39 Dinapore district . . 475·36 Allahabad district . . 260·24 Delhi district . . . 240·17 1,509·71 The line is double fenced throughout, excepting the Azímganj branch and the Barákar-Kátrásgarh section of the Jherria branch which are unfenced. There are no curves of less than 1,050 feet in radius. The length and situation of gradients up to 1 in 100 are as shown below:	There is a branch, 0·88 mile long, from Patna (331·25 miles from Howrah *viâ* the chord line) to the Ganges bank, which is treated as a siding in the mileage returns. It is laid with two tracks on wooden cross sleepers, and was opened on 17th November 1882. The branch from Bankipore to Dígha ghât has been constructed to connect, by a ferry across the Ganges, with the Bengal and North-Western railway at Paleza ghât near Sonepore. Sanction to construction was given on 30th July 1884, and the branch was opened to traffic on the 2nd April 1885. The Jubbulpore branch was commenced under contract in February 1863 and was completed in 3½ years. The East Indian railway was acquired by the State from the late guaranteed company on the 1st January 1880. On the 1st January 1889 the Dildárnagar-Ghazipur state railway was incorporated with the East Indian railway. The Gwalior branch (Sindia state railway), formerly worked by the East Indian railway, was acquired by the Indian Midland Railway Company on the 1st March 1889 and is now worked by that company. The East Indian Railway Company works, under agreement, the Tarkessur and the Delhi-Umballa-Kalka railways. The terms of working will be found in Appendices N and H to Part II of the Railway Administration Reports for 1887-88 and 1888-89, respectively.

Section of line.	Length of gradients.	
	$\frac{1}{80}$	$\frac{1}{81}$ to $\frac{1}{100}$
Main line—		
Between 216 and 226 miles from Howrah ($\frac{1}{100}$)	...	6·64
Ondá loop—		
Between 125 and 147 miles from Howrah	5·19	9·95
Shekhpur branch	1·40	3·52
Kurhurbaree branch	4·05	6·14

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
II	**Bengal-Nágpur—**		Miles.	*Main line—*	
	Main line—			Ásansol to Damoodur—	
	Ásansol (131·75 miles from Howrah on the chord line, East Indian railway) to Biláspur . . .	372·28		For coal traffic . . 12-6-89 For passenger and goods traffic . . . 14-12-89	5·10
	Biláspur to Nágpur (520·32 miles from Bombay on the Nágpur branch of the Great Indian Peninsula railway) . . .	254·41		Damoodur to Purulia . 14-12-89	41·72
			626·69	Purulia to Chakardharpore—	
				For goods traffic . . 22-1-90 For passenger traffic . 1-4-90	72·25
				Chakardharpore to Goilkera—	
				For goods traffic . . 15-5-90 For passenger traffic . 28-3-91	21·06
				Goilkera to Jharsuguda—	
				For goods traffic . . 1-2-91 For passenger traffic . 28-3-91	105·09
				Jharsuguda to Raighar—	
				For goods traffic . . 20-4-90 For passenger traffic . 1-8-90	44·35
				Raighar to Biláspur—	
				For goods traffic . . 10-2-90 For passenger traffic . 24-3-90	81·90
				Biláspur to Raipur—	
				For goods traffic . . 10-1-89 For passenger traffic . 14-2-89	68·35
				Raipur to Ráj-Nándgaon . 4-12-88	41·99
				Ráj-Nándgaon to Nágpur 27-11-88	144·88
	Carried over .		626·69	Carried over .	626·69

D—*continued.*

progress on the 31st March 1895.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line from Nágpur to Ráj-Nándgaon was originally constructed on the metre gauge with rails weighing 40 lbs. per yard, laid on creosoted pine, sâl, and teak wood sleepers. It has since been converted to the standard gauge. This has necessitated the rebuilding of many bridges, the changing of girders, and the flattening of curves. On the main line the rails are 75-lb. steel, flat-footed, laid on transverse steel sleepers. Owing to the large number of tributaries of the Mahanadi river which the line crosses, the amount of bridging on the first 220 miles out of Ráj-Nándgaon is exceptionally heavy. On the Umaria-Bilâspur section the permanent-way consists of 75-lb. steel rails laid on transverse cross sleepers. Between Khodri and Khongsara the line passes over high banks and through heavy cuttings. The ruling gradient is 1 in 100, and the curves are 1,000 feet in radius. This section includes a tunnel 1,000 feet long, and a viaduct of 2 spans of 200′ girders, 116′ high from rail-level. The Bengal-Nágpur railway is ballasted throughout with good stone, except for a few miles on the Chakardharpore division where laterite is used. The line is unfenced, except between Nágpur and Kamptee and at the more important stations.	Sanction for the construction of the standard gauge line was received in July 1884, and orders were at once issued for the acquisition of land and commencement of earthwork. Owing to the negotiations for the formation of a company to construct and work this line not having been completed, and to financial pressure, work had to be suspended in 1885, with the exception of the acquisition of land and preparation of estimates. In 1887 the Bengal-Nágpur Railway Company was formed under contract with the Secretary of State, and took over the metre gauge line from Nágpur to Chhattisgarh 149 miles. Of this length 145·50 miles have been converted to the standard gauge, and the Tumsar branch, 3·50 miles, has been abandoned. The whole system extends from Ásansol, on the East Indian railway, to Nágpur, the eastern terminus of the Great Indian Pensinsula railway, with branches from Jharsuguda to Sambalpur and from Bilâspur *viâ* the Umaria coal mines to Katni. There is also a branch from near Ásansol to the mines of the Equitable Coal Company. The Umaria-Katni line was taken over by the company on the 1st April 1888. The dates of orders for survey and construction, and of opening, of the original metre gauge line are as follow: *Dates for survey.* Nágpur to Dongargarh, 4th February 1871. Extension from Dongargarh, 11th September 1880. *Dates for construction.* Nágpur to Dongargarh, 9th May 1878. Dongargarh to Ráj-Nándgaon, 15th March 1881. *Dates of opening.* Nágpur to Tumsar— Miles. For goods traffic . . . . 6-4-80 For passenger traffic— Nágpur to Kamptee (9 miles) . 26-7-80 } 53 Kamptee to Tumsar (44 miles) . 8-11-80 Dowháli junction (Tumsar road) to Tirora 21-2-81 13 Tirora to Gondia . . . . 18-5-81 18 Gondia to Amgaon . . . . 25-11-81 14 Amgaon to Ráj-Nándgaon— For goods traffic . . . 16-12-82 } 51 For passenger traffic . . . 7-2-83 TOTAL MILEAGE NOW CONVERTED TO STANDARD GAUGE . . . . . 145·50* The line was opened through for goods traffic on the 1st February 1891, and for passenger traffic on the 28th March 1891. The Saranda tunnel was completed and opened for traffic on the 1st October 1892, the diversion over which traffic previously passed being eliminated. It is lined almost throughout.

* Excluding the branch line from Dowháli to Tumsar (3·50 miles) which has been abandoned.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		Miles.
		Miles.	Miles.			
II	**Bengal-Nágpur**—*concld.*			Brought forward .		626·69
	Brought forward .		626·69	*Branches*—		
	Branches—			*Sanctoria coal branch*—		
	Damoodur (5·10 miles from Ásansol junction) to the mines of the Equitable Coal Company (*Sanctoria coal branch*)	7·03		Damoodur to the Sanctoria coal mines— For coal traffic . .	12-6-89	7·03
	Biláspur to Katni (*Katni branch*) .	196·93		*Katni branch*—		
	Jharsuguda (245·22 miles from Ásansol) to Sambalpur (*Sambalpur branch*) .	30·23		Biláspur to Birsinghpur— For goods traffic . . For passenger traffic .	1-2-91 / 9-3-91	142·57
			234·19	Birsinghpur to Umaria— For goods traffic . . For passenger traffic .	11-5-90 / 9-3-91	18·48
				Umaria to Katni .	2-11-86	35·88
				Sambalpur branch—		
				Jharsuguda to Sambalpur— For goods traffic . . For passenger traffic .	1-2-93 / 10-3-93	30·23
						234·19
	TOTAL .		860·88	TOTAL OPEN MILEAGE .		860·88
III	**Indian Midland**—					
	Main Line—			*Main line*—		
	Bhopal (57 miles from Itársi on the Bhopal-Itársi railway) to Jhánsi	180·49		Bhopal to Jhánsi . .	1-1-89	180·49
	Jhansi *viá* Gwalior to Agra cantonment	135·03		Jhánsi to Gwalior . .	1-3-89	60·39
			315·52	Gwalior to Hetampur .	20-12-79	32·40
				Hetampur to Dholpur .	15-5-81	8·55
				Dholpur to Agra cantonment	10-1-78	33·69
						315·52
	Branches—			*Branches*—		
	Jhánsi to Mánikpur (617·50 miles from Howrah on the Jubbulpore branch of the East Indian railway) (*Mánikpur branch*)	180·37		*Mánikpur branch*—		
				Jhánsi to Mau Ranipur .	5-6-89	39·96
	Jhánsi to Cawnpore transfer sidings (684·75 miles from Howrah on the East Indian railway) (*Cawnpore branch*) .	135·22		Mau Ranipur to Bánda .	1-8-89	78·96
				Bánda to Mánikpur . .	15-2-89	61·45
						180·37
	Bína (143 miles from Itársi on the main line) to Sáugor (*Saugor branch*) . .	46·24		*Cawnpore branch*—		
				Jhánsi to Chaunrah . .	1-2-88	95·00
				Chaunrah to Cawnpore .	1-4-86	40·22
						135·22
	Bína (143 miles from Itársi on the main line) to the point of junction with the Bína Guna railway	1·56		*Saugor branch*—		
				Bína to Saugor . .	5-6-89	46·24
	Carried over .	363·39	315·52	Carried over .		677·35

D—*continued.*

progress on the 31st March 1895.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The Katni-Umaria section is laid with second hand East Indian railway permanent-way on sál sleepers, 82-lb. rails on three-fourths of the distance and 74-lb. rails on the remainder. Of this, three miles from Umaria towards Katni have been relaid with 75-lb. steel rails on steel sleepers, and 5 more miles are being renewed. The ruling gradient is 1 in 100. The curves are 1,910 feet in radius and upwards. Earthwork is heavy, there being much rock cutting. The only noteworthy bridge is over the Mahanadi, which separates the Central Provinces from Rewah. This bridge consists of four spans of 100 feet, one of 80 feet, and one of 40 feet. The Sambalpur branch is laid with the same type of permanent-way as the main line. The work is fairly heavy and contains one bridge of six spans of 100 feet girders across the Bonum river. The length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, are shewn in the statement below :—	The survey of the Sambalpur branch was sanctioned on 2nd October 1890. Orders for construction issued in July 1891, and work was commenced in October 1891.

Section of line.	Length of gradients. 1/80	Length of gradients. 1/100	Curves under a radius of 100 feet. Length.	Curves under a radius of 100 feet. Radius.
Main line—	Miles.	Miles.	Miles.	Feet.
Between 160 and 161 miles from Nágpur.	...	0·19	...	...
„ 341 „ 363 „ „ „ .	...	7·36	...	...
„ 419 „ 437 „ „ „ .	...	5·83	...	...
„ 472 „ 491 „ „ „ .	...	13·01	...	...
„ 531 „ 624 „ „ „ .	...	23·44	...	...
Sanctoria branch	0·15	1·36	0·28	800
Katni branch—				
Between 299 and 317 miles from Nágpur.	...	12·06	...	...
„ 378 „ 387 „ „ „ .	...	4·53	...	...
„ 418 „ 423 „ „ „ .	...	1·59	...	...
„ 438 „ 439 „ „ „ .	...	0·61	...	...
Sambalpur branch—				
Between 385 and 413 miles from Nágpur.	...	8·90	...	...

The main line and branches are constructed for a single line with flat-footed steel rails 80 lbs. to the yard and oval pot sleepers weighing 80 lbs. each bowl, excepting the line from Cawnpore to the south bank of the Jumna river near Kálpi where the rails are 75 lbs. per yard, double-headed, laid on Denham-Olpherts sleepers, with 20 feet width formation. There were no engineering difficulties on this section.

From Bhopal to Jhánsi the ruling gradient is 1 in 200. The chief bridges are—

	Spans.	Feet.
Betwa (Markrari) . .	9 of	150
Narain	4 „	150
Bína	4 „	150
Keotan	5 „	100
Newan	8 „	60
Betwa (Bhilsa) . .	4 „	100 and 5 of 75

From Jhánsi to Gwalior the ruling gradient is 1 in 150, with heavy rock cuttings in the Antri pass and a bridge of 9 spans of 100 feet and 1 of 60 feet over the Sindh river.

From Jhánsi to Mánikpur the ruling gradient is 1 in 125. The principal bridges are—

	Spans.	Feet.		
Betwa (Sujanpura) .	13 of	150	and 1 of	60
Dhassan (Mau) . .	13 „	100		
Ken	1 „	250	and 12 of	100
Bagain . . .	8 „	100		
Borwa . . .	1 „	100	and 4 of	40
Paisuni . . .	4 „	100		
Ohan	1 „	100	and 4 of	40

On the 2nd October 1885 the Indian Midland Railway Company, Limited, entered into a contract with the Secretary of State for the construction of this line, which embraces the original projects for the Bhopal-Jhánsi-Cawnpore, the Jhánsi-Gwalior, and the Jhánsi-Mánikpur railways, with the section from Bína to Saugor of the Biláspur-Etáwa state railway.

The contract also provides for the possible extension from Saugor to a point on the East Indian railway at or near Katni. The final survey of this extension is now in hand under the supervision of the Indian Midland railway.

Work was started on the several sections of the Indian Midland railway on the dates given below :

Cawnpore-Kálpi	Oct. 1884
Kálpi-Jhánsi	Jan. 1886
Bhopal-Bhilsa	Mar. 1886
Bhilsa-Básoda	Apl. 1886
Jhánsi-Lalitpur	May 1886
Básoda-Lalitpur	June 1886
Jhánsi-Gwalior	Aug. 1886
Bína-Saugor	Aug. 1887

The Jhánsi-Mánikpur section was originally sanctioned on the 23rd August 1883, but work was stopped on the 31st March 1885. A revised estimate was sanctioned on the 25th January 1886, and work was resumed about that date.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total Mileage.	Date of opening for public traffic.	
III	**Indian Midland—*concld.***	Miles.	Miles.		Miles.
	Brought forward .	363·39	315·52	Brought forward .	677·35
	Branches—concld.				
	From joint boundary of the Indian Midland railway and Bhopal-Itársi railway at Bhopal to point of junction with Ujjain-Bhopal railway .	0·21	363·60		
	TOTAL .		679·12	TOTAL OPEN MILEAGE .	677·35
IV	**Bhopal-Itarsi** (British section)— (See Bhopal-Itarsi—page clxxxii)				
V	**Godhra-Rutlam**—				
	Godhra (318·75 miles from Bombay) on the Bombay, Baroda and Central India railway to Rutlam (537·50 miles from Ahmedabad) on the Malwa section of the Rajputana-Malwa railway	115 35		Godhra to Limkhéra . 16-1-93	25·00
				Limkhéra to Dóhad . 7-3-94	20·00
				Dóhad to Rutlam . 22-10-94	70·35
				TOTAL OPEN MILEAGE .	115·35
VI	**Wardha Coal**—				
	Wardha (471·25 miles from Bombay), on the Nágpur branch of the Great Indian Peninsula railway, to Warora	44·88		Wardha to 18·44 miles . 1-2-74	18·44
				18½ to 41st mile (for coal traffic only) . 24-12-75	22·44
				41st mile to Warora (for coal traffic only) . 26-4-76	4·00
				18½ to 21st mile (for public traffic) . 16-6-77	
				21st mile to Warora (45th mile), for public traffic . 7-11-77	
				TOTAL OPEN MILEAGE .	44·88

D—*continued.*

progress on the 31st March 1895.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The Jumna bridge at Kálpi, 10 spans of 250 feet, is the only important work between Cawnpore and Jhánsi. It was finished in November 1887. The piers and abutments are built of sufficient width to take a second line of rails. The only important works on the Bína-Saugor branch are the heavy cutting at Banhat and the Dhasan bridge (4 spans of 100 feet). There is also a grade of 1 in 100 —the steepest on the line—for a length of 3·37 miles. The late Sindia state railway, which now forms a part of the Indian Midland railway, extends from Agra cantonment to Gwalior, and is laid with rails 60 lbs. to the yard on transverse deodar sleepers. The principal work on this section is the bridge over the Chambal river which consists of 12 spans of 186 feet each and 2 spans of 136 feet each. Up to the end of 1894 the company relaid 31·13 miles of track with Indian Midland railway pots, and 16·21 miles with Indian Midland railway 80-lb. rails. The line is fenced throughout except between Bánda and Jhánsi on the Jhánsi-Mánikpur section. There are no curves under a radius of 1,000 feet.	The length, 1·56 miles, from the Bína station to the point of junction with the Bína-Guna railway was sanctioned for construction on the 5th June 1893, and that 0·21 mile, from the joint boundary of the Indian Midland and the Bhopal-Itársi railways at Bhopal to the point of junction with Ujjain-Bhopal railway on the 7th July 1894. On the 1st January 1889 the Indian Midland Railway Company took over the working of the Bhopal-Itársi railway. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1893-94. Under the provisions of the contract the Indian Midland Railway Company has acquired the Sindia state railway and worked it from 1st March 1889. The supplementary contract for the transfer of this line will be found in Appendix H to Part II of the Railway Administration Report for 1890-91.
The line traverses a very difficult country, the greater part being on a gradient of 1 in 200. A grade of 1 in 100 is, however, the steepest on the line; it is situated in the 1st mile from Godhra and is 1,400 feet in length. There are no curves under a radius of 1,000 feet. The rails are flat-footed, steel, 75 lbs. to the yard, laid on steel trough sleepers over a bed of stone ballast. The line is unfenced.	The line was surveyed in 1883 and 1884, but on the representation of the Bombay, Baroda and Central India Railway Company a re-survey was ordered in October 1886. Sanction to the commencement of work was given on the 29th October 1890, and work was started on the first section—from Godhra to the 24th mile—on the 1st January 1891. In June 1891 work was started from Rutlam to the 60th mile, and between the 60th and 24th miles, in both cases by petty contract. The contract for the maintenance and working of this line by the Bombay, Baroda and Central India Railway Company, which came into force on the 1st July 1894, is printed as Appendix J to Part II of the Railway Administration Report for 1893-94.
The line is constructed for a single track. There are 18 miles of 69-lb. steel rails and 27 miles of 68-lb. iron rails. The sleepers throughout are of timber and the ballast is all broken stone. The line is fenced throughout. There are no gradients of 1 in 100 or less or curves under a radius of 1,000 feet.	This line was constructed to carry coal from the Warora mines to the Great Indian Peninsula railway, and also for the benefit of Hinganghát, a great cotton mart. The orders for the survey of the line were issued on the 3rd January 1870. Sanction for the construction of the first 18 miles was given on the 5th February 1872, and for the remainder on the 1st April 1874. The line has been worked and maintained by the Great Indian Peninsula Railway Company from the 1st January 1891. The terms of working will be found in Appendix I to Part II of the Railway Administration Report for 1890-91.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
	Miles.	Miles.		
VII	**Dhond-Manmád—**			
	Dhond (166·06 miles from Bombay), on the south-east line of the Great Indian Peninsula railway, to Manmád (161·66 miles from Bombay), on the north-east line of the Great Indian Peninsula railway . .	145·44	Dhond to Ahmednagar . 15-3-78	50·41
			Ahmednagar to Manmád . 17-4-78	95·03
			TOTAL OPEN MILEAGE .	145·44
VIII	**Rutlam-Ujjain—**			
	Rutlam (537·50 miles from Ahmedabad), on the Malwa section of the Rajputana-Malwa railway, to Ujjain (600·50 miles from Ahmedabad), on the Rajputana section of the Rajputana-Malwa railway	60·48		
IX	**Madras-Ennúr—**			
	Washermenpet, (1·02 miles from Ráyapuram on the Madras railway), to Ennúr . .	8·55		
	TOTAL STATE LINES WORKED BY COMPANIES (STANDARD GAUGE) . .	3,630·11*		3,532·97*

*Including the length (13·11 miles) of the Bhopal-Itársi railway (British section) which has been shown under "XXIX.—Bhopal-Itársi (Native state section)."

D—*continued.*

progress on the 31st March 1895.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line is constructed for a single track; the rails are double-headed steel, 69 lbs. to the yard, laid on iron pot sleepers. The ballast consists entirely of sand and shingle,—shingle being used for the most part between Dhond and Lákh and sand between Lákh and Manmád. The line is fenced with wire fencing for a distance of 120 miles from Dhond, and arrangements were in progress for fencing the remainder of the line. The steepest gradient is 1 in 100 and extends over a length of 30·10 miles. There are no curves under a radius of 1,000 feet.	The dates of orders for survey and construction are the 18th March 1876 and 25th August 1877, respectively. The object of this chord line is to connect the railway system of Northern and Southern India without the necessity of ascending and descending the great barrier of the Western Ghâts. The line was put in hand for famine relief purposes in 1877, and was laid throughout before the rains of 1878. The line is worked and maintained, under agreement, by the Great Indian Peninsula railway. The terms of working will be found in Appendix W to Part II of the Railway Administration Report for 1881-82.
The permanent-way will consist of 75-lb. flat-footed steel rails laid on deodar sleepers over a bed of ballast. The line will be partially fenced. There are no gradients of 1 in 100 or less or curves under a radius of 1,000 feet.	This line was sanctioned for construction on the 17th, and orders for the commencement of work issued on the 27th, December 1894. It is being constructed by the Bombay, Baroda and Central India Railway Company, but the question of the working agency is under consideration.
The permanent-way will consist of flat-bottomed 75-lb. steel rails [East Coast (state) railway pattern] with five-holed fish plates laid on wooden sleepers. There are no gradients of 1 in 100 or less—the ruling grade being 1 in 150. The sharpest curve is 1,910 feet in radius.	The construction of this branch, which was sanctioned on 2nd August 1894, is being carried on by the Madras Railway Company.

APPENDIX

Railways constructed and in

Standard gauge. **STATE LINES WORKED**

No.	Name of line and mileage sanctioned.		Total mileage	Date of opening for public traffic.	
X	**North Western (state)—**	Miles.	Miles.		Miles.
	MAIN LINE AND BRANCHES (Commercial)—			MAIN LINE AND BRANCHES (Commercial)—	
	Main line—			*Main line*—	
	Gháziabad, (13 miles east of Delhi on the East Indian railway), to Amritsar . .	303·72		Gháziabad to Meerut city .	18-4-67 27·88
	Amritsar to Lahore . .	32·17		Meerut city to Umballa cantonment . . .	1-1-69 121·02
		335·89		Umballa cantonment to Ludhiána . . .	12-10-69 70·66
				Ludhiána to Phillour . .	15-10-70 8·28
				Phillour to Jullundur cantonment	1-4-70 24·12
				Jullundur cantonment to Beas	15-11-69 25·62
				Beas to Amritsar . .	1-11-67 26·14
				Amritsar to Lahore . .	10-4-62 32·17
					335·89
				Temporary line on metre gauge (62 miles), Lahore to Wazirabad, 12th April 1875.	
				Wazirabad to Naurungabad (38·00 miles), 10th April 1876.	
				Naurungabad to Jhelum (2·75 miles), 14th September 1876.	
	Lahore to Lála Músa . .	82·27		Lahore to Jhelum . .	6-10-78 102·90
	Lála Músa to Jhelum . .	20·63		The line was opened by sections on the standard gauge, using temporary diversions near Domeli, thus—	
	Jhelum to Ráwalpindi . .	73·31		Jhelum to Ratial, 1st January 1880 (15 miles).	
		176·21		Ratial to Ráwalpindi, 1st October 1880 (56 miles).	
				The diversions were abolished on 8th May 1882, and the complete $\frac{1}{50}$-graded through line established thus—	
				Jhelum to Ráwalpindi (70·50 miles).	
				But again in 1888, and in subsequent years up to date, various alignments in connection with the improvements of grades to $\frac{1}{100}$ have been opened, and the present length of line on 31st March 1895 is—	
				Jhelum to Ráwalpindi .	73·31
					176·21
	Carried over .	512·10		Carried over .	335·89 / 176·21

D—*continued.*

progress on the 31st March 1895.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
From Gháziabad to Phillour the earthwork and the bridge foundations and superstructure are for a single line. The original 60-lb. bull-headed iron (steel-faced) rails on wooden and cast-iron round pot sleepers are being renewed with steel rails. 105·75 miles have been relaid with 68-lb. bull-headed steel rails, 28 miles with 68-lb. double-headed steel rails, 10 miles with 68-lb. double-headed iron rails, 14·75 miles with 73-lb. bull-headed steel rails, and 65 miles with 75-lb. flat-footed steel rails up to 31st March 1895. On the Phillour-Amritsar section the earthwork from Amritsar to the Beas (26·14 miles) is for a double line; the rest is for a single line. The bridge foundations and superstructure are, with some exceptions, for a single line. The original Delhi section bull-headed 60-lb. rails have been renewed with the bull-headed 68-lb. rails, with the exception of some short lengths on bridges. From Phillour to Amritsar the rails are laid on wooden sleepers for 46 miles, and on cast-iron (oval and round) pots for 28 miles. On the Beas and East Bayn bridges (aggregating 1·50 miles), the rails are flat-footed 70-lb. steel, and are laid on longitudinal timbers From Amritsar to Lahore the earthwork and bridges are for a single line. 17 miles have been relaid with bull-headed 68-lb. steel rails, of which 8·50 miles are on cast-iron pots and 8·50 miles on wooden sleepers; the remaining 15·17 miles of the old Punjab section 68-lb. rails have been relaid with 75-lb. flat-footed rails on wooden sleepers.	The first period of the contract with the Sind, Punjab and Delhi Railway Company having expired, the State assumed charge of the undertaking on the 1st January 1886 and amalgamated it with the Punjab Northern, the Indus Valley, the Sind-Sagar, and the southern section of the Sind-Pishin state railways to be worked as one Imperial system under the name of the North Western railway. The section from Gháziabad to Amritsar (first called the Delhi, and subsequently incorporated in the late Sind, Punjab and Delhi, railway) was commenced early in 1864 under a system of petty contracts. On the 3rd May 1865 Messrs. Brassey & Co. entered into a contract for the construction of the line in five years. The line was opened out from both ends towards the Sutlej bridge. The completion of the Sutlej bridge caused an extra year to be added to the term of the contract, and prevented the earlier completion of the line. The section from Amritsar to Lahore was commenced on 8th February 1859. The Delhi section of the late Sind, Punjab and Delhi railway suffered during 1871 and 1872 considerable damage at the Beas, the Sutlej, and elsewhere, necessitating interruption to through communication for some time. The section between Amritsar and Jullundur also suffered severely during the floods of 1875. In August 1876 two piers of the Sutlej bridge were carried away, and through communication was not re-established till the middle of December. In August 1878 the line was again considerably damaged, and through communication stopped until 3rd October. In 1886 the line between Umballa and the Jumna river (mile 1,048) was much damaged by floods, resulting in through communication being interrupted for three weeks. Again in 1887 heavy floods between Sirhind and Umballa resulted in through communication being interrupted for a week. In July 1893 the Haro bridge near Lawrencepur was swept away, and an entirely new bridge is under construction.
The line from Lahore to Pesháwar is constructed for a single track. From the Ravi bridge, mile 3, to the 25th mile, the old flat-footed 60-lb. iron rails have been replaced by double-headed 75-lb. steel rails on wooden sleepers, and from ·50 mile from Lahore to the Ravi bridge with 75-lb. flat-footed rails on wooden sleepers. From the 25th mile to Gujrát the rails are 75-lb. flat-footed steel, with the exception of the station yards of Kámoke, Gujránwála, Ghakkhar and Wazirabad, where the rails are of iron 60-lb. flat-footed, also excepting two lengths, aggregating 4 miles, where flat-footed 62-lb. steel rails are laid. The sleepers throughout are wooden. From Gujrát to Pesháwar cantonment the rails are 62-lb steel, with the exception of isolated lengths, aggregating 43·38 miles of track, of 75-lb. flat-footed steel, 6·70 of 64-lb. double-headed, and 1 mile of 72-lb. double-headed rails. The whole length is laid with wooden sleepers, except 22 miles with steel sleepers and 1 mile with cast-iron oval pots.	The dates of orders for survey and construction of the Lahore-Pesháwar section are as follow: *Dates for survey.* Jhelum to Ráwalpindi, 8th November 1864. Ráwalpindi to Khusálgarh, September 1879. Lála Músa to Miani junction, September 1877. Jhelum to Ráwalpindi for improvement of grades, February 1886.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
X	North Western (state)—*contd.*	Miles.	Miles.			Miles.
	Brought forward	512·10		Brought forward		335·89 / 176·21
	MAIN LINE AND BRANCHES (Commercial)—*contd.*			MAIN LINE AND BRANCHES (Commercial)—*contd.*		
	Main line—			*Main line*—		
	Rawalpindi to Peshawar cantonment	104·75		Rawalpindi to Haji Shah (59 miles) opened on 1st January 1881, and Haji Shah to Fort Attock (4 miles) on 1st May 1881; but this aggregate of 63 miles to Fort Attock was reduced to 58¼ miles to Attock bridge, consequent on the opening of the permanent line between Golra and Margala and the section from mile 1,048½ to 1,058 (Campbellpur to Khairabad) on 31st May 1883.		
				Thus, Rawalpindi to Attock bridge		58·50
				Attock to Khairabad	31-5-83	2·75
				Khairabad to Peshawar city	1-5-82	41·00
				Peshawar city to Peshawar cantonment	1-1-83	2·50
						280·96
	Branches—			*Branches*—		
	Sialkot branch—			*Sialkot branch*—		
	Wazirabad to Sialkot	26·31		Wazirabad to Sialkot	1-1-84	26·31
	Kashmir branch—			*Kashmir branch*—		
	Sialkot to the frontier of the Kashmir state	8·49		Sialkot to the frontier of the Kashmir state	15-3-90	8·49
			34·80			34·80
	Carried over		651·65	Carried over		651·65

D—*continued.*

progress on the 31st March 1895

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The chief works on the Lahore-Ráwalpindi section are the bridges over the Ravi, Chenab, Jhelum and Sohan; the passage through the Salt Range north of the Jhelum; the heavy engineering works in the hilly districts between Jhelum and Ráwalpindi, where the original $\frac{1}{50}$-grades are now being improved to $\frac{1}{100}$; and the Taraki quarry.	
The chief works on the Ráwalpindi-Pesháwar section are the Indus (Attock) and the Haro bridges; and the tunnels at the Margala pass and the approach to the Indus. The main line has, for the most part, a wire fencing on both sides. The section from Lála Músa to Pesháwar, however, is only partially fenced.	*Dates for construction.* Lahore to Jhelum . . . . . 2-10-69 Jhelum to Ráwalpindi . . . . . 17-9-77 Lála Músa to Miani . . . . . 24-7-78 Ráwalpindi to Khusálgarh . . . . Sept. '79 Ráwalpindi to Pesháwar city . . . 3-10-79 Pesháwar city to Pesháwar cantonment . 1-1-83 Maini to Jhelum river . . . . . 4-3-81 Maini to Bhera . . . . . 25-10-81 Maini to Khewra . . . . . 27-1-82 Wazirabad to Siálkot . . . . . 19-4-83 Conversion of the salt branch, afterwards designated the Sind-Sagar railway, eastern section, from metre to standard gauge . 27-11-84 Grades, Jhelum to Domeli . . . . Nov. '86 „ Domeli to Sohawa . . . 31-10-91 „ Sohawa to Gujar Khan . . . 18-4-89 „ Gujar Khan to Ráwalpindi . . 28-2-92 It was originally intended to construct the line from Lahore to Pesháwar (formerly known as the Punjab Northern state railway) on the standard gauge; but the metre gauge was subsequently adopted, and 103 miles from Lahore to Jhelum were constructed on this gauge, the alignment being on the Grand Trunk road. At the end of 1873 it was decided to adopt a separate bank for the railway, and in July 1874 orders were given for the standard gauge to be reverted to.
The line from Wazirabad junction to the frontier of the Kashmir state is constructed for a single track. The rails are flat-footed iron, 60lbs. to the yard, spiked to transverse wooden sleepers, except where there are dips in the road to pass surface floods, steel transverse sleepers being used in such places. On the Kashmir section, the ballast used is broken stone of excellent quality. The Siálkot and Kashmir branches are unfenced.	Of the metre gauge line, 62 miles (from Lahore to Wazirabad), were opened for traffic on the 12th April 1875, the alignment of the Grand Trunk road being adhered to, and a further section between Wazirabad and Naurungabad was opened on the 10th April 1876. This last section was laid upon the standard gauge embankment, and the works on the Grand Trunk road between the points mentioned were abandoned. The final conversion of the main line of railway between Lahore and Jhelum from metre to standard gauge was made on the 6th October 1878; and the works on the Grand Trunk road between Lahore and Wazirabad were then removed or abandoned, and the road restored to its legitimate purposes. In August 1874 the first engine was run through from Shahdara (5 miles from Lahore) to Wazirabad, and the metre gauge line to that place, including the bridge over the Ravi, was opened for traffic on the 12th April 1875. The standard gauge line to Jhelum was completed and opened in October 1878. The completion and opening, on the 24th May 1883, of the Attock bridge supplied the last link in a continuous chain of railway communication from Calcutta to Pesháwar, a distance of 1,555 miles.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
X	**North Western (state)**—*contd.*	Miles.	Miles.		Miles.
	Brought forward	651·65		Brought forward	651·65
	MAIN LINE AND BRANCHES (Commercial)—*contd.*			MAIN LINE AND BRANCHES (Commercial)—*contd.*	
	Main line—			*Main line*—	
	Lahore to Khánpur	355·11		Lahore to Mooltan	24-4-65 207·92
				Mooltan to Muzaffarabad junction	21-8-70 6·89
				Muzaffarabad junction to Khánpur	1-7-78 140·30
					355·11
	Khánpur to Rohri	132·24		Khánpur to Rohri	1-7-78 132·24
	Rohri to Sukkur	2·64		Rohri to Sukkur	27-3-89 2·64
	Sukkur to Kotri	225·36		Sukkur to Rádhan	1-10-78 79·26
		360·24		Rádhan to Laki	27-10-78 70·54
				Laki to Kotri	8-10-78 75·56
					360·24
	Kotri to Kurrachee cantonment	102·59		Kotri to Kurrachee city	13-5-61 104·89
	Kurrachee cantonment to Kurrachee city	2·30		Kurrachee city to Kiámári, including Napier Mole line—	
	Kurrachee city to Kiámári (including Napier Mole line)	3·06		For goods traffic, 16-6-89 For passenger traffic, 5-11-91	3·06
		107·95			107·95
	Branches—			*Branches*—	
	Sukkur to Sukkur Bandar	1·76		Sukkur to Sukkur Bandar	1-10-78 1·76
	Kotri to Kotri Bandar	1·15		Kotri to Kotri Bandar	1-4-89 1·15
		2·91			2·91
	*Meean Meer chord line**—			*Meean Meer chord line** —	
	Meean Meer East to Meean Meer West*	2·12		Meean Meer East to Meean Meer West*	10-12-91† 2·12
	Carried over	1,479·98		Carried over	1,479·98

* This is a military line and is not intended to be used for ordinary public traffic. The line was completed on the 1st July 1888.
† This was the date on which the line was ready for being opened for traffic after the Consulting Engineer's inspection.

D—*continued.*

progress on the 31st March 1895.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
From Lahore to Ráewind the earthwork and bridges are for a single track. From Ráewind south distant signal to Muzaffarabad (186·25 miles) the earthwork and bridges are for a single line. The Punjab section double-headed 68-lb. iron rails have been in parts (aggregating 171·25 miles) replaced with double-headed 68-lb., bull-headed 73-lb., flat-footed 75-lb., and bull-headed 77½-lb., steel rails. The line from Muzaffarabad to Khánpur is constructed for a single track. It was originally laid with flat-footed iron rails 60-lbs. to the yard; but 18·60 miles have been replaced with 62-lb. flat-footed steel rails, and 111·50 miles with 75-lb. flat-footed steel rails. The sleepers throughout are wooden, except 76·25 miles which are laid with steel transverse sleepers. On the 1st January 1889 Muzaffarabad junction was closed and Sher Shah junction was opened in connection with the Sind-Sagar loop.	The section from Lahore to Mooltan and Sher Shah (which, with the section from Amritsar to Lahore, was formerly called the Punjab railway) was commenced on 8th February 1859. The dates of orders for survey and construction of the section from Muzaffarabad junction to Khánpur are the 30th October 1869 and 8th November 1871, respectively. This line was also commenced as a metre gauge railway, and works had been well advanced when orders were received to adopt the standard gauge. It was opened partly on the 21st August 1870 and partly on the 1st July 1878.
The section from Khánpur to Kotri is constructed for a single track and laid with flat-footed iron rails 60lbs. to the yard, and steel 62 lbs. and 75 lbs. to the yard, on transverse sleepers of creosoted pine, deodar and steel. The chief works on this line are the Lansdowne bridge over the Indus between Sukkur and Rohri and the cutting through the Laki pass. The lengths relaid with 75-lb. and 62-lb. flat-footed steel rails up to 31st March 1895 are 286 miles and 87 miles, respectively.	The dates of orders for survey and construction of the section from Khánpur to Kotri are as follows: *Date for survey.* Khánpur to Kotri . . . . 30-10-69 *Dates for construction.* Khánpur to Rohri . . . . 8-11-71 Sukkur to Kotri . . . . 4-11-72 The construction of the Lansdowne bridge over the Indus at Sukkur was commenced in April 1883 and completed in March 1889. The opening of this bridge has dispensed with the length from Rohri to Rohri Bandar. The section from Sukkur Bandar to Sukkur Main is retained for goods traffic; it was originally treated as a siding, but is now shown as a branch line. The line from Khánpur to Kotri was commenced as a metre gauge railway, and works had been well advanced when orders were received to adopt the standard gauge.
On the section from Kotri to Kurrachee (formerly the Sind section of the Sind, Punjab and Delhi railway) the earthwork is for a single line, the masonry of bridges for a double line, the superstructure for a single line, some of the piers of the Mulleer viaduct for a double, and the rest for a single, line. The masonry viaduct at Bahrun is for a double line. Ordinary double-headed rails 65 lbs. to the yard, were originally laid on sleepers of creosoted pine; but they are being renewed with steel rails, 33 miles having been relaid with 75-lb. flat-footed; 31 miles with 68-lb. double-headed, and 4·50 miles with 77½-lb. bull-headed steel rails up to 31st March 1895. From Kurrachee cantonment station to Kurrachee city station the line is double.	The section from Kotri to Kurrachee was commenced on the 29th April 1858. The extension of the line from Kurrachee city to Kiámári was virtually completed on the 12th November 1887.
From Meean Meer East to Meean Meer West, including the siding to the commissariat yard, the line is constructed of second hand 68-lb. double-headed iron rails and second hand wooden sleepers. The line is unballasted, but is fenced.	The Meean Meer chord line has been constructed for troop traffic. The construction of a single line was sanctioned on the 14th June 1887 and finished on the 30th June 1888. The estimate for doubling the line was sanctioned on the 4th October 1888, and work completed on the 31st December 1890.

APPENDIX

Railways constructed and in

Standard gauge. **STATE LINES WORKED**

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
X	**North Western (state)**—*contd.*					
	Brought forward	1,479·98		Brought forward		1,479·98
	MAIN LINE AND BRANCHES (Commercial)—*concld.*			MAIN LINE AND BRANCHES (Commercial)—*concld.*		
	Ferozepore branch—			*Ferozepore branch*—		
	Ráewind to Ganda Singhwála 23·29			Ráewind to Kasúr	15-4-83	16·38
	Ganda Singhwála to Ganda Singh Bandar 2·75			Kasúr to Ganda Singhwála	10-6-83	6·91
	Ganda Singh Bandar to Hussainiwala 2·50			Ganda Singhwála to Ganda Singh Bandar	15-12-83	2·75
	Hussainiwala to Ferozepore city 1·96			Ganda Singh Bandar to Hussainiwala	8-5-87	2·50
	Ferozepore city to Ferozepore cantonment 2·09			Hussainiwala to Ferozepore city	1-10-92	1·96
		32·59		Ferozepore city to Ferozepore cantonment	1-10-88	2·09
						32·59
	Hussainiwala to Ferozepore cantonment	4·00*		Hussainiwala to Ferozepore cantonment	8-5-87	4·00*
	Pathánkot branch—			*Pathánkot branch*—		
	Amritsar *viâ* Batála and Gurdáspur to Pathánkot	66·41	1,582·98	Amritsar to Dínanagar	1-1-84	51·27
				Dínanagar to Pathánkot	8-6-84	15·14
						66·41
				TOTAL MAIN LINE AND BRANCHES		1,582·98
	FRONTIER SECTION (MILITARY)—			FRONTIER SECTION (MILITARY)—		
	Sind-Sagar railway and Khusálgarh branch—			*Khusálgarh branch*—		
	Khusálgarh branch—			Golra junction to Langar	1-4-81	60·50
	Golra junction to Khusálgarh	70·33		Langar to Khusálgarh	16-4-81	9·83
				Khusálgarh, new station	13-7-83	
						70·33
	Carried over	70·33	1,582·98	Carried over		1,582·98 / 70·33

* This is a military line and is not intended to be used for ordinary public traffic.

D—*continued.*

progress on the 31st March 1895.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The Ferozepore branch was originally laid with partly worn Delhi section bull-headed 60 lb. steel-faced rails on second class wooden sleepers. These have been replaced on 6 miles with 68-lb. bull-headed steel rails on cast-iron pots; on 15·50 miles with 75-lb. flat-footed rails on deodar sleepers, and on 10·50 miles with 75-lb. flat-footed rails on steel trough sleepers. The station-yards of Raokhanwála, Kasúr and Ganda Singhwála have not been renewed. A new length of 2 miles has been constructed from Hussainiwala to Ferozepore city. The old line between Hussainiwala and Ferozepore cantonment is closed to traffic, but has not been dismantled. The new line is laid with 75-lb. flat-footed rails on deodar sleepers and is fully ballasted and fenced. The rails on the Kaiser-i-Hind bridge also are 75-lb. flat-footed steel.	The construction of the branch line from Ráewind to Ganda Singhwála was sanctioned on the 9th November 1882, and an extension of the branch from Ganda Singhwála to the boat bridge over the Sutlej opposite Ferozepore was sanctioned on the 2nd October 1883. The Kaiser-i-Hind bridge over the Sutlej near Ferozepore was opened on the 8th May 1887.
The line is three-fourths ballasted, and the banks and bridges have been made up to the full width of 20 feet for a single track.	The construction of the branch from Hussainiwala to Ferozepore city was sanctioned on the 29th October 1891, and was opened for traffic on the 1st October 1892.
The old rail bridge across the Dehmu creek has been replaced by 4 spans of 40-feet girders on brick piers, and from this to the Kaiser-i-Hind bridge and thence on to Hussainiwala the line is carried on a raised embankment through the old bed of the river.	
The Kaiser-i-Hind bridge consists of 27 spans of 150-feet new pattern steel girders on brick piers, 26½ feet by 14½ feet, with rounded cut-waters. The piers are built on wells, 23 feet in diameter, headed with Portland cement concrete. The railway is carried on the lower booms, and a cart road on the upper booms. Extensive protective works were made to train the river through the bridge.	
The Ferozepore branch is wholly fenced.	
The Pathánkot branch commences from Amritsar station with a curve of 3,500 feet radius, and runs practically along a watershed the whole way to Pathánkot. The only bridges of any importance are those which cross the Bari Doab canal and its branches. The line presented no engineering difficulties; the rise on the whole length between Amritsar and Pathánkot is 355 feet, the steepest gradient being 1 in 170, and the sharpest curve of a radius of 2,300 feet.	The survey of the Pathánkot branch was undertaken by the Government of the Punjab in 1879, and its construction was sanctioned on the 6th December 1881.
Steel rails 62lbs. to the yard have been used.	The line was at first worked, under agreement, by the North Western (state) railway. It was absorbed into the North Western (state) railway system on the 1st April 1892.
The whole line is fenced.	
The line from Golra junction to Khusálgarh is constructed for a single track.	
The rails are flat-footed steel, 62 lbs. to the yard, spiked to transverse wooden sleepers.	
The Khusálgarh branch is unfenced, except at stations.	

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED.

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
			Miles.	Miles.			Miles.
X	**North Western (state)—*contd.***						
	Brought forward		70·33	1,582·98	Brought forward		1,582·98 / 70·33
	FRONTIER SECTION (MILITARY)—*contd.*				FRONTIER SECTION (MILITARY)—*contd.*		
	Sind-Sagar railway—				*Sind-Sagar railway—*		
	Main line—				*Main line—*		
	Lála Músa (82·25 miles from Lahore) to Malakwál	45·47			Lála Músa to Malakwál	10-2-86	45·47
	Malakwál to Chenab west bank	294·86			Malakwál to Bhakkar	15-8-87	175·07
					Bhakkar to Chenab west bank	22-1-87	119·79
	Chenab west bank to Chenab east bank	2·49			Chenab west bank to Chenab east bank	1-2-90	2·49
	Chenab east bank to Sher Shah	2·46			Chenab east bank to Sher Shah	1-1-89	2·46
			345·28				345·28
	Branches—				*Branches—*		
	Bhera branch—				*Bhera branch—*		
	Malakwál to Bhera		17·52		Malakwál to Bhera	15-3-87	17·52
	Bhaganwala branch—						
	Haranpur to Bhaganwala		8·00				
	Khewra branch—				*Khewra branch—*		
	Chalisa junction to Khewra salt mines	6·75			Chalisa junction to Khewra salt mines	15-8-87	6·75
	Khewra to Kalapani	2·00			Khewra to Kalapani—		
			8·75		For coal traffic	1-8-89	2·00
	Mári branch—				*Mári branch—*		
	Kundián to Miánwáli	9·16			Kundián to Mári	15-3-92	36·00
	Miánwáli to Mári	26·84					
			36·00				
	Dera Gházi Khan branch—				*Dera Gházi Khan branch—*		
	Mahmúd Kot to Gházi ghat		10·25		Mahmúd Kot to Gházi ghat	1-4-87	10·25
			80·52				72·52
					Total Sind-Sagar railway and Khusálgarh branch		488·13
	Carried over		496·13	1,582·98	Carried over		1,582·98 / 488·13

D—*continued*,

progress on the 31st March 1895.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The Sind-Sagar, eastern section (formerly known as the Salt branch of the Punjab Northern state railway), was made chiefly for salt traffic, and was laid for a metre-gauge single track with 40-lb. rails. It has since been converted into a single standard gauge line. From Lála Músa junction to Malakwál the rails are flat-footed steel 75 lbs. to the yard, laid on transverse wooden sleepers; and from Malakwál to Bhera the rails, taken from the main line, are old iron flat-footed, 60 lbs. to the yard, laid on wooden sleepers.	The Sind-Sagar line connects the frontier stations of Dera Ismail Khan and Dera Gházi Khan with the Indian railway systems. The orders for the survey were issued in October 1884, and in December 1884 the Government sanctioned the construction of the Victoria bridge over the Jhelum at Chak Nizam and the work on the portion of the line (3·50 miles) between Malakwál and the Jhelum river.
The rails used on the Sind-Sagar, western section, are steel, 75 lbs. per yard. About $\frac{7}{8}$ths of the line are laid with steel sleepers and the remainder with wooden sleepers.	The whole line between Malakwál and Pind Dádan Khán was seriously damaged by heavy floods in 1893; several small bridges were washed away and large new works have been undertaken to remedy defects.
The steepest gradient on the main line is 1 in 218·70. The Sind-Sagar railway is unfenced, except on the portion from Sher Shah to Chenab west bank. The permanent-way on the Bhaganwala branch consists of 60-lb and 62-lb. old Indus Valley flat-footed rails laid on serviceable deodar sleepers. The line is a surface one without bridges, all cross drainage being dealt with by boulder dips	The line from Haranpur to Bhaganwala was sanctioned as a siding on 13th July 1894 primarily for developing the new colliery at Bhaganwala. It has subsequently been decided to open this length for passenger traffic. It is expected to be ready for opening by the beginning of June 1895.
On the Khewra branch there are two gradients each ·75 mile long of 1 in 53 and 1 in 60, and another ·50 of a mile long of 1 in 100. The sharpest curve on the main line is 1°. on the branches, 2,000 feet is the sharpest, except on the Khewra branch where there are two curves of 4°. The earthwork is light throughout. The bridging is light. With the exception of the bridge over the river Jhelum between Malakwál and Haranpur, the longest on the main line is a bridge of 10 spans of 40 feet on wells sunk 30 feet below the level of the bed of the river.	The lengths from Kundián to Miánwáli and Miánwáli to Mári were sanctioned for construction on the 27th February 1886 and the 10th December 1889, respectively. The branch runs parallel to the Indus, ending at Mári on the Indus opposite Kalabagh. It will eventually be connected with the branch from Attock now under construction.
On the Kundián-Miánwáli section of the Mári branch the permanent-way consists of 75-lb. flat-footed steel rails laid on steel trough sleepers, the ballast used being sand with a capping of ballast 4 feet per foot run. The Miánwáli-Mári section is laid with second hand iron rails, 60 lbs. to the yard, on wooden sleepers, and ballasted with 8 cubic feet of shingle per foot run. The branch is unfenced throughout. The bridging is light between Kundián and Miánwáli, but is heavy between Miánwáli and Mári, especially towards Mári. The largest is the bridge of 5 spans of 40-feet girders over the Jabba nullah. The ruling gradient is 1 in 200, and the sharpest curve is 1,433 feet in radius.	The lines from Darya Khan to Dera Ismail Khan ferry and from Gházi ghát to Dera Gházi Khan ferry were opened on the 10th February 1888 and closed to traffic from May 1888.
On the Dera Gházi Khan branch there is a bridge of 2 spans of 100 feet, with rails on the bottom booms, over the Chitta Wah, a branch of the river Indus. The foundations are on wells sunk 30 feet below low-water level. Over the river Khewra, on the Khewra branch, is a bridge of 4 spans of 40 feet on a gradient of 1 in 53. The bridge over the Chenab at Ramuwála is of 17 spans of 200 feet on wells founded 107 feet below rail-level and 77 feet below low-water. The Victoria bridge over the river Jhelum near Chak Nizam was opened on the 16th May 1887. It consists of 17 spans of 150-feet steel girders, and is founded on single wells of 25 feet external diameter and sunk 82 feet below low-water level. The wells of the Victoria bridge are continued as piers to girder-bed level. The brick steining is 5½ feet thick. All the wells are hearted with a 10-feet plug of Portland cement concrete, above which is ordinary semi-hydraulic lime concrete, the tops of the piers being finished off with solid brick masonry over the concrete. The girders are the ordinary triangulated type with rails,	[The lines from Lála Músa to Malakwál and from Malakwál to Bhera have replaced the old metre gauge line, *viz.*: Lála Músa to Miani on the Jhelum opposite Pind Dádan Khán . . 53·75 Miani to Bhera . . 8·75 Miani to Khewra (abandoned) . . 10 00 72·50 The dates of opening of the metre gauge line were as follow: Lála Músa to Bahá-ud-dín (28·50 miles) on the 1st January 1880. Bahá-ud-dín to Hariah (10·50 miles) on the 1st February 1880. Hariah to Miani (14·75 miles) on the 10th April 1880. Miani to Bhera (8·75 miles) on the 2nd February 1882. Miani to Khewra (10 miles) on the 1st January 1883.]

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
X	**North Western (state)**—*concld.*	Miles	Miles.		Miles.	
	Brought forward	496·13	1,582·98	Brought forward		1,582·98 / 488·13
	FRONTIER SECTION (MILITARY)—*concld.*			FRONTIER SECTION (MILITARY)—*concld.*		
	Sind-Pishin railway—			*Sind-Pishin railway*—		
	Main line—			*Main line*—		
	Ruk junction to Sibi	132·88		Ruk to Sibi—		
	Sibi to Bostán	134·63		For coaching traffic	2-5-80	132·88
	Bostán to Gulistán	30·48		For goods traffic	1-7-80	
	Gulistán to Kila Abdulla	8·18		Sibi to Sharigh—		
	Kila Abdulla to Chaman	29·40		For goods and parcels traffic	20-3-87	74·35
		335·57		For coaching traffic	28-8-87	
				Sharigh to Bostán	28-8-87	60·28
				Bostán to Kila Abdulla—		
				For goods traffic	25-1-88	38·66
				For coaching traffic	8-2-88	
				Kila Abdulla to Chaman	1-1-92	29·40
				Total Sind-Pishin railway		335·57
	Quetta loop—			*Quetta loop*—		
	Quetta to Bostán	20·60	852·30	Quetta to Bostán	28-8-87	20·60
				Total Quetta loop		20·60
				TOTAL FRONTIER SECTION		844·30
				DOUBLE—MAIN LINE AND BRANCHES—(COMMERCIAL)—		
				Kurrachee cantonment to Kurrachee city	13-5-61	2·31
				Meean Meer East to Meean Meer West	10-12-91	2·12
				DOUBLE—MAIN LINE AND BRANCHES—(MILITARY)—		
				Gulistán to Chaman	20-9-92	36·82
				TOTAL DOUBLE LINE		41·25
	TOTAL		2,435·28	TOTAL OPEN MILEAGE		2,427·28

D—*continued.*

progress on the 31st March 1895.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
on bottom booms. The cross girders are lengthened out on each side to support two footways. Somewhat extensive protective works have been carried out to train the river through the bridge. The length from Ruk to Sibi is a single line, and the permanent-way is of several varieties, comprising 62-lb. steel rails on wooden sleepers, 68-lb. double-headed rails on cast-iron pots, 82-lb. East Indian railway (very old) rails and 84-lb. Great Indian Peninsula steel bull-headed rails on wooden sleepers. One mile of track was laid with 76-lb flat-footed rails on the 31st March 1895. From Sibi for a length of 39 miles the line is laid with double-headed rails, 75lbs. to the yard, on Denham-Olpherts sleepers. The remainder of the line is laid with flat-footed steel rails, 75lbs. to the yard, on steel trough sleepers. The line throughout has been constructed for a single track only, except from Gulistán to Chaman which is double. Ruling gradients are— 1 in 200 between Sibi and Nárí. 1 in 55 between Nárí and Dalújal. 1 in 68·4 between Dalújal and Spintangi. 1 in 55 between Spintangi and Nákus. 1 in 45 between Nákus and Sharigh. 1 in 50 between Sharigh and Khost. 1 in 42·3 between Khost and Khanai. 1 in 81·2 between Khanai and Bostán. 1 in 100 between Bostán and Gulistán. 1 in 39·8 between Gulistán and Chaman. From Nárí (140th mile from Ruk junction) to Spintangi (175th mile) and from Dirgi (224th mile) to Ghurkai (256th mile), 67 miles in all, work was exceptionally heavy in bridging, tunnelling and earthwork. At the Khojak pass (316th mile) the Khojak tunnel, 2½ miles long, occurs; the approaches to it on either side involve very heavy earthwork. The Sind-Pishin main line is fenced from Ruk junction to Jhatpat; the remainder of the line is unfenced.	Orders for the survey and construction of the section from Ruk to Sibi issued in October 1879.
The Quetta-Bostán section has been laid with 75-lb. flat-footed rails on steel sleepers. The works are light and the ruling gradient is 1 in 93·6. This section is unfenced. The following statement shows the length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet:—	Sanction was given for the construction of the Bostán-Gulistán section in May 1885, and of the Gulistán-Chaman section in November 1887. The re-grading operations between Sibi and Nákus have been completed; there is now no grade on that section virtually steeper than 1 in 55.

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.	
	1/80 and less	1/81 to 1/100	1/81 to 1/100	Length.	Radius.
	Miles.	Miles.	Miles.	Miles.	Feet.
Lahore district (1/100)	...	...	0·21	...	...
Rawalpindi (1/100)	...	...	67·59	...	...
Mile 955·50 between Lahore and Rawalpindi	...	...	...	0·21	955
Sind-Sagar, Main line—					
Between Harappur and Chalisa (1/100)	...	...	0·06	...	...
Khusalgarh branch	1·23	12·42	9·21	...	...
Bhaganwala ,, (1/100)	...	...	0·43	...	...
Khewra ,,	...	1·59	9·45	...	...
Sukkur bandar ,, (1/75)	...	0·08	...	...	...
Sind-Pishin—					
Sibi to Nákus	...	30·30	5·50	6·49	Varying from 455 to 990 ft.
Nákus to Bostan	22·70	18·96	6·89	9·99	Varying from 550 to 980 ft.
Bostán to Yaru	...	...	1·42	...	...
Gulistán to Chaman	25·14	3·16	1·24	7·56	Varying from 772 to 988 ft.
Bostán to Quetta	...	...	5·39	0.20	Varying from 550 to 980 ft.

The line from Quetta to Bostán was completed in October 1886. The remaining portion of the Quetta loop, *viz.*, from Sibi to Quetta, together with the Mithri chord line, was made over to the Mushkaf-Bolán railway from the 1st November 1891 for reconstruction on a new alignment.

The Jammu and Kashmir and Rájpura-Bhátinda railways are worked by the North Western (state) railway. The terms of working will be found in appendices S and V to Part II of the Railway Administration Reports for 1890-91 and 1892-93, respectively.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
XI	Hyderabad-Shadipalli— Miles.	Miles.		Miles.
	Gidu Bandar on the Indus near Hyderabad to Shadipalli .	58·91	Gidu Bandar to Shadipalli . 18-8-92	58·91
XII	Oudh and Rohilkhand (state)—		Moghal Sarai to 3·25 mile 22-12-62	3·25
	Main line—		From 3·25 miles south of the Dufferin bridge to the Benares Ganges station . . . 1-10-87	4·25
	Starting from the East Indian railway junction at Moghal Sarai, the main line up to the 1st December 1894 passed through Benares cantonment, Jaunpur Fyzabad, Bara Banki, Lucknow (junction for Cawnpore), Sháhjahánpur, Bareilly, Chandausi (junction for Aligarh), Moradabad and Roorkee, and joined the North Western (state) railway at Saháranpur junction .		From the Benares Ganges station to Benares cantonment . . . 18-6-83	1·50
			Benares cantonment to Sháhganj . . . 5-1-74	56·00
			Sháhganj to Bilwái . 1-5-74	7·00
			Bilwái to Málipur . . 17-4-74	9·00
			Málipur to Akbarpur . 2-3-74	12·00
			Akbarpur to Fyzabad . 10-6-73	36·00
			Fyzabad to Bara Banki . 25-11-72	62·00
			Bara Banki to Lucknow . 1-4-72	17·00
			Lucknow to Sandíla . 1-2-72	30·00
			Sandíla to Hardoi . . 15-7-72	33·00
			Hardoi to Sháhjahánpur . 1-3-73	39·00
			Sháhjahánpur to Faridpur 8-9-73	32·00
	On the 1st December 1894 the main line was diverted to the chord between Bareilly and Moradabad *viâ* Rámpur, shortening the through route between Moghal Sarai and Saháranpur by 14·43 miles, Chandausi being placed on the loop line, and the main line mileage being .	530·27	Faridpur to Bareilly {1-11-73 / 2-12-73}	13·00
			Bareilly to Moradabad (chord line *viâ* Rámpur) 8-6-94	56·07
			Moradabad to Nagina . 8-10-84	47·25
			Nagina to Najíbabad . 1-4-85	13·70
			Najíbabad to Saháranpur . 1-1-86	58·25
				530·27
	Loop line—		*Loop line*—	
	Bareilly to Moradabad *viâ* Chandausi	70·50	Bareilly to Ukka . . 22-12-73	5·00
			Ukka to Aonla . . 1-11-73	11·00
			Aonla to Chandausi . 10-6-73	27·00
			Chandausi to Moradabad . 28-10-72	27·50
				70·50
	Branches—		*Branches*—	
			Ajodhya ghát branch—	
	Ránupáli junction (126·75 miles from Moghal Sarai) to the right bank of the Gogra river at Ajodhya ghát (*Ajodhya ghát branch*) . .	3·22	Ránupáli to Ajodhya ghát. 15-11-86	3·22
			Bahramghat branch—	
	Bara Banki junction (191 miles from Moghal Sarai) to Bahramghat (*Bahramghat branch*) . .	21·52	Bara Banki to Bahramghat . . . 20-11-72	21·52
			Cawnpore branch—	
	Lucknow junction (208 miles from Moghal Sarai) to the East Indian railway at Cawnpore (*Cawnpore branch*)	45·45	Lucknow to Cawnpore . 23-4-67	42·00
			Left bank Ganges to junction with the East Indian railway at Cawnpore . 15-7-75	3·22
			Passenger approach to the East Indian railway at Cawnpore . . . 21-2-88	0·23
				45·45
	Chandausi junction (398 miles from Moghal Sarai) to the East Indian railway at Aligarh (*Aligarh branch*)	60·60	*Aligarh branch*—	
			Aligarh to Rájghat . 1-2-72	30·12
			Rájghat to Chandausi . 28-10-72	30·48
				60·60
	Carried over .	130·79	600·77 Carried over .	731·56

D—*continued.*

progress on the 31st March 1895.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
This railway is constructed for a single line. The ruling gradient is 1 in 200, and the earthworks are light. The permanent-way is second hand Indus valley flat-footed 60-lb. iron rails laid on deodar sleepers. Earth ballast is used, except at points and crossings. There is only one curve under a radius of 1,000 feet, *viz.*, 800 feet. It occurs in the 1st mile from Gidu Bandar and is 922 feet in length.	The construction of this line was sanctioned on the 5th March 1891. It is worked by the North Western (state) railway for 45 per cent. of the gross earnings, including the hire of rolling stock *plus* actual cost of maintenance and Telegraph Department charges.
Land is taken up for a double line, but the formation is for a single way; between Lucknow and Bara Banki (late Nawabganj) the masonry of bridges is constructed for a double line. The permanent-way at first adopted for the system was a 60-lb. iron rail, laid partly on cast-iron oval bowl, and partly on wrought-iron saddle-back, sleepers. The Cawnpore branch was originally laid with 36-lb. rails on corrugated iron pressure plates; the former have since been entirely removed and have been replaced by 60-lb. rails on cast-iron bowls. The latter are now being renewed with deodar sleepers. Up to 1889 the original iron rails had been replaced by 60-lb. steel rails, and since 1889 all renewals have been made with 75-lb. steel rails of the Indian state railway pattern. On the northern extension, from Moradabad to Saháranpur and the Hardwar branch, 75-lb. steel rails were originally laid on steel bowls. Renewals of sleepers are made either with steel bowls still in stock or with cast-iron bowls locally made. The permanent-way for the Bareilly-Rámpur-Moradabad railway (now a part of the main line) is 75-lb steel rails of the Indian state railway pattern, laid on steel sleepers. The length of permanent-way of the different types as existing on 31st December 1894 is shown in the following table:	The branch from Lucknow to Cawnpore was commenced in January 1864. Like the Nalhati and Azimganj lines this branch was begun under subsidy by the Indian Branch Railway Company, but a guarantee was subsequently granted. In 1880 the company was relieved from its obligation under the original contract to make a line of railway from Buxar to Akbarpur, and it was agreed that in lieu thereof the company should construct a bridge over the Ganges at Benares and should form a junction with the East Indian railway at Moghal Sarai. The work was started in 1881, and the Dufferin bridge over the Ganges was opened for traffic on the 1st October 1887. The Oudh and Rohilkhand railway at the same time took over the Benares branch of the East Indian railway between Moghal Sarai junction station and the Dufferin bridge. The construction of the Moradabad-Saháranpur extension was sanctioned on the 29th August 1881, and the Oudh and Rohilkhand Railway Company commenced the work for Government pending negotiations as to its incorporation in the general system of that company. The Bareilly-Rámpur-Moradabad line was sanctioned for construction on the 4th December 1891, and on its opening was treated as a part of the main line, the original line *viâ* Chandausi being thenceforth regarded as a Loop. The inclusion of the Roorkee-Hardwar line in the extension was sanctioned on the 17th February 1883, but this route was subsequently abandoned in favour of that from Lhaksar to Hardwar, sanction to which was given on 15th May 1883. Sanction to the construction of the Moradabad line and Hardwar branch as an integral part of the company's undertaking was given on the 10th September 1883.

Rails.

LOCALITY.	72-lb. East Indian railway pattern double-headed iron rail.	60-lb. flat-footed iron rail.	60-lb. flat-footed steel rail.	75-lb. flat-footed Indian state railway steel rail.	75-lb. flat-footed Oudh and Rohilkhand railway pattern steel rail.	TOTAL.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
From Moghal Sarai—zero to 2·99 miles	2·99	...	...	...	...	2·99
From mile 2·99 to Moradabad, including Bahramghat, Cawnpore and Aligarh branches	...	145·75	172·27	222·95	8·91	549·88
Ajodhya ghát branch	...	...	3·21	...	...	3·21
Moradabad to Saháranpur, and the Hardwar branch	...	...	...	...	136·47	136·47
Rae Bareli branch	...	...	...	48·56	...	48·56
Bareilly-Rámpur-Moradabad chord line	...	...	...	56·07	...	56·07
TOTAL, MILES	2·99	145·75	175·48	327·58	145·38	797·18

Sanction to the construction of the Ajodhya ghát branch was given on the 16th December 1884.

Sleepers.

Cast-iron oval bowl.	Wrought-iron saddle.	Steel, McLellan and Smith's patent.	Steel trough.	Wooden.	TOTAL.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
373·99	60·80	209·77	90·48	62·14	797·18

APPENDIX

Railways constructed and ir

Standard gauge. STATE LINES WORKEI

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.		Miles.
XII	**Oudh and Rohilkhand (state)**—*concld.*				
	Brought forward	130·79	600·77	Brought forward	731·56
	Branches—concld.			*Branches*—concld.	
	Lhaksar junction (498 miles from Moghal Sarai *viâ* chord line) to Hardwar (*Hardwar branch*)	17·06		*Hardwar branch*—	
				Lhaksar junction to left bank Ganges canal near Jawálapur . . 1-1-86	13·53
				Left bank, Ganges canal near Jawálapur to Hardwar . . . 20-8-86	3·53
					17·06
	Lucknow junction (208 miles from Moghal Sarai junction) to Rae Bareli (*Rae Bareli branch*)	48·56		*Rae Bareli branch*—	
				Lucknow to Rae Bareli—	
				For goods traffic . 18-10-93 } For passenger traffic . 26-10-93 }	48·56
			196·41		
	TOTAL		797·18	TOTAL OPEN MILEAGE	797·18
XIII	**Eastern Bengal (state)**—				
	EASTERN SECTION—			EASTERN SECTION—	
	Main line—			*Main line*—	
	Calcutta to Jagati junction	107·25		Calcutta to Ránaghat 29-9-62	45·25
	Jagati junction to 145th mile	37·82		Ránaghat to Jagati junction 15-11-62	62·00
		145·07		Jagati junction to 145th mile 1-1-71	37·82
					145·07
	Branches—			*Branches*—	
	Jagati junction to river Ganges (*Kooshtea branch*)	3·77		Jagati junction to river Ganges (*Kooshtea branch*) 16-2-64	3·77
	Kooshtea loop line	1·17		Kooshtea loop line . . 1-8-81	1·17
	Canal junction to Chitpore (*Chitpore branch*)	2·00		Canal junction to Chitpore (*Chitpore branch*) 25-8-73	1·88
	Rajbári to Goalundo	4·03		Portion in Chitpore yard for goods traffic . 13-4-88	0·12
	Mile 145 to Pauchooria	4·74		Rajbári to Goalundo { 10-6-87 / 9-10-93	4·00 / 0·03
		15·71		Mile 145 to Pauchooria . 1-4-90	4·74
					15·71
	Carried over		160·78	Carried over	160·78

D—*continued.*

progress on the 31st March 1895.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The permanent-way for the Lucknow-Rae Bareli line is 75-lb. steel rails of the Indian state railway pattern, laid partly on deodar and partly on steel sleepers. The line is fenced throughout with wire fencing. There are no gradients so steep as 1 in 100 or curves under a radius of 1,000 feet.	Sanction to the construction of the Lucknow-Rae Bareli-Jaunpur line was given on the 5th August 1891. It was opened for traffic in October 1893 from Lucknow to Rae Bareli. The length from Rae Bareli to Jaunpur has been withdrawn from the sanctioned mileage of the railway, owing to the proposed alteration of alignment to Benares instead of to Jaunpur. A tramway, constructed at the expense of Messrs. Carew & Co., connects the Rosa Sugar Factory with the Oudh and Rohilkhand (state) railway near Sháhjahánpur. This tramway is 3·25 miles long and is worked by manual power. It is used for goods traffic only. The Powayan steam tramway also joins the Oudh and Rohilkhand (state) railway at Sháhjahánpur. The Oudh and Rohilkhand railway was acquired by the State from the late guaranteed company on the 1st January 1889.
The land and earthwork, as also the masonry of bridges and viaducts, are for a double line, but the girders put up are for a single line. Only one track has been laid, except from Calcutta to Naihâti, which was doubled in 1886, and from Naihâti to Rânaghat, which was doubled in 1892. The rails are double-headed, weighing 74 lbs. per yard, except over 95·66 miles on which the 74-lb. rails have been replaced by steel 30′ rails weighing 73 lbs. to the yard. The second track between Sealdah and Rânaghat has been laid with double-headed steel rails weighing 73 lbs. per yard on Denham-Olpherts sleepers. The Goalundo extension embankment is for a single track only. All small bridges are built for a double line, and the inside piles and girders of screw-pile bridges are made strong enough for a double line. The permanent-way is similar to that on the old main line.	The line from Calcutta to Kooshtea was commenced on the 16th April 1859. The Kooshtea branch was opened for passenger traffic in 1868. The Goalundo extension was commenced in the cold season of 1865-66 and completed in 1871. The estimate for the Chitpore branch was sanctioned on the 12th April 1873. The line was completed and opened for goods traffic on the 25th August 1873, but the length was not included with the open mileage until 1874. There is a branch, ½ mile in length, at Shâmnagar which is treated as a siding. It was opened in April 1868. Owing to the encroachments of the river Ganges it became necessary in 1882 to construct a diversion between the 147th mile and Goalundo; 3 miles of this were opened on the 9th, and the remainder on the 15th, August 1882. In 1887 the terminus at the Goalundo end was removed from old Goalundo to a point north of Rajbâri. The extension to Pauchooria, 6 miles east of Rajbâri, was opened for goods traffic in August 1887, and used for country boat traffic only. It was opened for passenger traffic on 1st April 1890. The Kooshtea branch has been reduced from 4 to 3·77 miles, owing to part of it having become a siding since the construction of the Kooshtea loop line. The rails on the portion of line from the Kooshtea engine shed to old Kooshtea, 0·75 mile, have been taken up. The Eastern Bengal railway was acquired by the State from the late Guaranteed Eastern Bengal Railway Company on the 1st July 1884, and on the same date the Porâdaha branch of the Northern Bengal state railway was permanently amalgamated with the Eastern Bengal railway.

APPENDIX

Railways constructed and

Standard gauge. **STATE LINES WORKED**

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
XIII	**Eastern Bengal (state)—**	Miles.	Miles.		Miles.
	Brought forward .	160·78		Brought forward .	160·78
	EASTERN SECTION—*concld.*			EASTERN SECTION—*concld.*	
	Porádaha branch—			*Porádaha branch—*	
	Porádaha (102·72 miles from Calcutta) to Bhairámára on the right bank of the Ganges . 11·79			Porádaha to Bhairámára . 19-1-78 .	11·79
	Bhairámára to Golabnuggur (Dámukdia station) . . . 6·10			Bhairámára to Golabnuggur (Dámukdia) . . 8-12-83 .	6·10
		17·89			17·89
			178·67	*Total eastern section* .	178·67
	SOUTHERN SECTION—			SOUTHERN SECTION—	
	Original line—			*Original line—*	
	Calcutta to Port Canning . .	27·79		Calcutta to Chámpaháti . 2-1-62 .	15·00
	Junction with Eastern section . .	0·41		Chámpaháti to Port Canning 15-5-63 .	12·79
		28·20		Junction with eastern section . . . . 15-8-85 .	0·41
					28·20
	Diamond Harbour line—			*Diamond Harbour line—*	
	Sonárpur to Magra Hát . .	14·85		Sonárpur to Baruipur . . 10-6-82	5·30
	Magra Hát to Diamond Harbour	12·69		Baruipur to Magra Hát . 18-12-82	9·55
	Diamond Harbour towards Hara fort	0·42		Magra Hát to Diamond Harbour 25-4-83	12·69
		27·96		Diamond Harbour towards Hara fort . . . 25-4-83	0·42
					27·96
	Carried over .	56·16	178·67	Carried over .	178·67 56·16

D—*continued.*

in progress on the 31st March 1895.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The Porádaha branch is laid with rails, 72 lbs. to the yard, on iron pot sleepers. The Dámukdia extension has been laid on sál sleepers with second hand rails, 74 lbs. per yard, obtained from the East Indian railway. This section is fenced throughout.	Sanction to the construction of the Porádaha-Bhairámára and Bhairámára-Golabnuggur sections was given on 4th April 1876 and 22nd September 1883, respectively. A steam ferry in connection with the train plies on the Ganges between Golabnuggur and Sára ghât. The doubling of the line between Naihâti and Sealdah was sanctioned in July 1884 and completed in 1886-87, and that between Naihâti and Kánchrapára and Kánchrapára and Ránaghat was sanctioned in May 1891 and October 1891, respectively, and completed in 1892. The Raita extension, 5 miles in length, was surveyed in 1886, sanctioned in May 1890, and completed in September 1890. It branches off from Dámukdia junction, about 16 miles from Porádaha station, and is treated as a siding. The Golbatan extension, 2·84 miles in length, which branches off from a point 8 miles 320 feet on the Porádaha branch, was sanctioned for construction in January 1895, and is at present under construction. It will be treated as a siding.
The line from Calcutta to Port Canning is laid with a single track, but sufficient land has been taken up for a double line and portions of embankment have been formed for a double line. The masonry of the bridges is built for a double line, but the girders are laid for a single line only, except on the Tolly's Nullah and Piáli bridges which are adapted to carry a double line of rails. From Calcutta to Sonárpur (10 miles) the line has been relaid with 73-lb. 30′ steel rails on Denham-Olpherts sleepers. From Sonárpur to Port Canning the rails, 74 lbs. to the yard, are laid generally on wooden sleepers; a short length, 0·25 mile, has been laid with Greaves' bowls.	The line from Calcutta to Port Canning was constructed under guarantee. In consequence of its having been worked at a loss since its opening, the company surrendered it to Government under the provisions of the contract on 1st April 1868. The Beliaghâta station, the Calcutta terminus of the late Calcutta and South-Eastern state railway, has been permanently closed, and trains of the southern section are now worked from the main station at Sealdah.
With the exception of the Usti Khal bridge, one span of 100 feet, there are no large or difficult engineering works on the Diamond Harbour line. This line is laid for the first 2 miles with iron rails on wooden sleepers, the remaining length being laid with new steel rails, 64 lbs. to the yard, on Denham-Olpherts sleepers.	Orders for the Diamond Harbour survey were issued by the Government of Bengal in November 1878, and on 9th September 1880 sanction was accorded to the commencement of work on the Sonárpur-Magra Hát section.

APPENDIX

Railways constructed and in

tandard gauge. **STATE LINES WORKED**

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles	Miles.		Miles.
XIII	**Eastern Bengal (state)—**				
	Brought forward .	56·16	178·67	Brought forward .	178·67 56·16
	SOUTHERN SECTION—*concld*				
	Budge-Budge extension—			SOUTHERN SECTION—*concld.*	
				Budge-Budge extension—	
	Ballygunge (4·25 miles from Sealdah on the Southern section) to Budge-Budge	13·66		Ballygunge to Budge-Budge—	
			69·82	For goods traffic . . 1-5-90 For passenger traffic . 1-6-90	13·66
				Total southern section .	69·82
				DOUBLE—EASTERN SECTION—	
				Main line—	
				Calcutta to Naihâti . .	1-8-86 23·23 21-3-87 0·26
				Canal junction to Chitpore .	13-4-88 1·88
				Naihâti to Kânchrapâra .	20-4-92 4·69
				Kânchrapâra to Rânaghat .	12-11-92 17·56
					47·62
				DOUBLE—SOUTHERN SECTION—	
				Main line—	
				Sealdah to Ballygunge .	20-10-88 3·50 19-9-90 0·36
				Ballygunge to Brace Bridge junction . .	20-11-93 4·00
					7·86
				TOTAL DOUBLE LINE .	55·48
		TOTAL	248·49	TOTAL OPEN MILEAGE (STANDARD GAUGE SECTION) . . .	248·49
XIV	**Bengal Central*—**				
	Dum-Dum (4·25 miles from Calcutta on the eastern section of Eastern Bengal (state) railway) *viâ* Baraset and Bongong to Khoolna .	104·51		Dum-Dum junction to Dattapukur . . . . 2-4-83 .	14·25
				Dattapukur to Gobardânga . 7-12-83 .	17·00
				Gobardânga to Bongong . 22-4-84 .	12·00
				Bongong to Khoolna . 16-2-84 .	61·26
					104·51
	Rânaghat (45·50 miles from Calcutta on the eastern section of the Eastern Bengal (state) railway) to Bongong	20·50		Rânaghat to Bongong . 16-10-82 .	20·50
		TOTAL	125·01	TOTAL OPEN MILEAGE .	125·01

* Although for convenience classed amongst the state railways, this line is the property of the Bengal Central Railway Company.

D—*continued.*

progress on the 31st March 1895.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The Budge-Budge extension has been constructed for a double line between Ballygunge and Dock junction, and for a single line only between Dock junction and Budge-Budge. The only important work on this extension is the bridge over the Tolly's Nullah, the main span of which is 115 feet 10 inches. The rails, mostly 30 feet in length, are 73 lbs. per yard and of steel throughout, and the sleepers are almost entirely Denham-Olpherts. The total length of fencing provided on the southern section, including the Budge-Budge extension, is 47·50 miles. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	Sanction to the construction of the Kidderpore dock line, which formed a part of the projects for the accommodation of the traffic of the railways converging at Calcutta, was given in July 1886. The estimate, amounting to ₹9,92,058, sanctioned for the work, included the doubling of the line from Sealdah to Ballygunge and the construction of a branch line from the latter station to Tolly's Nullah which is crossed by a bridge. The extension to the docks, undertaken by the Port Commissioners, has been finished. Sanction to the construction of the Budge-Budge extension was given in November 1888 on an estimate amounting to ₹6,41,590. It was completed and opened to traffic in 1890. The Port Commissioners' tramway from Tolly's Nullah to Santoshpur (4·63 miles) has been taken over and now forms part of the Budge-Budge extension. Sanction to the construction of the double line from Ballygunge to Brace Bridge junction was given in November 1889. It was completed and opened in November 1893. A branch line, 2·50 miles long, was laid in November 1891 for the British India Steam Navigation Company from Brace Bridge junction to Brace Bridge Hall. It is treated as a siding. On the 1st April 1887 the Eastern Bengal and the Calcutta and South-Eastern railways were amalgamated with the Northern Bengal, the Kaunia-Dharlla, the Dacca and the Assam-Behar railways, and these lines are now worked as one combined system. The Eastern Bengal (state) railway was retransferred from Provincial to Imperial control with effect from the 1st April 1892. The Bengal Central railway is worked by the Eastern Bengal (state) railway under an agreement, the terms of which will be found in Appendix R to Part II of the Railway Administration Report for 1890-91.
This line is single throughout. The permanent-way consists of steel rails of the Vignole section, 62 lbs. to the yard, laid on sleepers of creosoted pine. Sâl sleepers are now being used for renewals instead of creosoted pine, and in all curves sâl sleepers have been put in at the joints in place of creosoted pine sleepers, and sâl sleepers have also been put in at middle of pairs of rails in some of the curves. At first the line was sand-ballasted, and brick ballast was used at bridges and level-crossings and in a few short lengths where the soil was bad; but since then it has been decided to ballast the portion of line between Dum-Dum junction and Singia, including sidings, with brick; this work is completed, and ballasting has also been done over curves and where the earth of which the embankment is composed is not very good, *viz.*, between Singia and Khoolna. The line is fenced throughout; iron gates are provided at level-crossings. Viaducts and bridges are constructed for a single line. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The surveys were carried out by the Government of Bengal in 1877-78, and construction was commenced by the company in March 1881. The original contract with the company having been altered, a fresh guarantee of 3½ per cent. was given under the new contract with the Secretary of State which came into force with retrospective effect from the 1st July 1885. The survey of the proposed extension of the Bengal Central railway from Singia to Madaripur has been completed, and the high flood-levels were checked after the rainy season of 1891 and found correct. An independent survey of the proposed Singia-Madaripur extension, as also of the country and river banks between Madaripur and the Megna, was ordered by Government, and a reconnaissance survey was carried out by Government officers in February and March 1894. Additional waterways and protective works, necessitated by the floods of September 1890, were completed during the year 1892-93. An estimate for ballasting the line between 101 and 105½ miles, as also a portion of the Ránaghat branch, has been sanctioned. The line is worked by the Eastern Bengal (state) railway under an agreement, the terms of which will be found in Appendix R to Part II of the Railway Administration Report for 1890-91.

APPENDIX

Railways constructed and in

Standard gauge. **. STATE LINES**

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles	Miles.			Miles.
XV	**Calcutta Port Commissioners'—**					
	Cossipore to Chandpal Ghât, Calcutta .	4·06		Bagbazar to Meerbohur Ghât	1-11-75 .	1·76
				Bagbazar to Cossipore .	1-6-78 .	1·14
				Meerbohur Ghât to Jetties .	1-6-78 .	0·84
				Jetties to Chandpal Ghât .	1-12-80 .	0·32
	Chandpal Ghât to Kidderpore docks .	2·16		Chandpal Ghât to Kidderpore docks . . .	1-1-87 .	2·16
	TOTAL .		6·22	TOTAL OPEN MILEAGE .		6·22
XVI	**East Coast (state)—**			*Main line—*		
	Main line—			Tadêpalli to Bezwada—		
	Tadêpalli to Bezwada . .	2·99		For metre gauge traffic only	1-1-94	2·99
	Bezwada station to the distant signal of the Bezwada extension	0·39		Bezwada station to distant signal of the Bezwada extension	10-2-89	0·39
	Bezwada to Kovvúr, right bank of the Gódávari opposite Rajahmundry (permanent line) . . .	88·69		Bezwada to the south bank of the Gódávari . .	20-2-93	88·69
	Gódávari north to Vizianagram	159·50		Gódávari north to Vizianagram—		
	Vizianagram to Parlákimedi road	55·25		For goods traffic . .	15-7-93 }	159·50
	Parlákimedi road to Palasa .	32·37		For passenger traffic .	21-8-93 }	
	Palasa to Naráj near Cuttack	166·66		Vizianagram to Parlákimedi road	20-7-94	55·25
			505·85	Parlákimedi road to Palasa—		
	Branches—			For goods traffic . .	17-12-94	32·37
	Hyderabad frontier to Bezwada (*Bezwada extension*)	20·58		*Branches—*		
	Samalkot junction (32·50 miles from Gódávari north) to Cocanada port (*Cocanada branch*) . . .	9·93		*Bezwada extension—* Hyderabad frontier to Bezwada . . .	10-2-89	20·58
	Waltair junction (125·50 miles from Gódávari north) to Vizagapatam, including Wharf and Swamp line (*Vizagapatam branch*) .	5·14		*Cocanada branch—* Samalkot junction to Cocanada port—		
	Khurda road (372·75 miles from Gódávari north) to Pooree (*Pooree branch*) .	25·71		For goods traffic . For passenger traffic	15-7-93 } 21-8-93 }	9·93
			61·36	*Vizagapatam Branch—*		
				Waltair to Vizagapatam, including wharf, 0·82 miles—		
				For goods traffic . . For passenger traffic	15-7-93 } 21-8-93 }	2·57
				Swamp line—		
				For goods traffic . .	1-10-94	2·57
	TOTAL .		567·21	TOTAL OPEN MILEAGE .		374·84

D—*continued.*

progress on the 31st March 1895.

WORKED BY THE STATE. **Standard gauge.**

Details of construction.	REMARKS.
The line is laid partly with iron and partly with steel rails, weighing 60 lbs. to the yard, on Maclellan's patent embossed sleepers; packing and boxing is done with coal cinders generally and in some places with 2nd class ballast. The line is fenced with wire and iron standards. The line is laid partly with new rails on Maclellan's embossed sleepers and partly with East Indian railway second hand material on tran verse wooden sleepers, and packed with ballast. This section is fenced on the east side with wooden posts and rails. There are 5 small curves aggregating 678 feet, the radius of which vary from 500 feet to 750 feet and the lengths from 74 feet to 200 feet. The gradients up to 1 in 100 are: 1 of 1 in 80 . . . 300 feet in length, and 1 of 1 in 90 . . 400 „ „	The line from Cossipore to Chandpal Ghât is laid along the east side of the foreshore road, and junctions are effected at Chitpore and Bagbazar with the Eastern Bengal (state) railway and the Municipal railway, respectively. This line serves the godowns, warehouses, and mills along the foreshore road, and also the jetties, and is used for goods traffic only. It was sanctioned in 1874. This line is generally treble, except small portions at Golabari, Hooghly bridge level-crossing and Colvin Ghât, where it is only double. There is a bridge over the Circular canal, the platform carrying the rails of which is constructed to lift and lower. This is to enable boats to pass when necessary. From Chandpal Ghât to Kidderpore docks a single line was at first laid in 1886, being included in the general sanction for the docks, and was used solely for the carriage of material for the construction of the docks. It was doubled and opened to general goods traffic in 1891. There are 5 bridges and a culvert on this line, a lifting bridge at Tolly's Nullah, the same as that over the Circular canal, a wrought iron cylinder viaduct of 8 spans of 30 feet each over a slip in the river bank north of Fort Point; an arched viaduct of 22 spans of 12 feet and 3 spans of 20 feet over the steps of Baboo Ghât; two small girder bridges, one over Eden Garden outfall sluice and one over entrance to north water-gate of the Fort. The culvert is an extension of the one at the south water-gate, Fort William. 5·19 miles of this railway are laid with two or more tracks as follows: Double 1·97, treble 2·46, four or more tracks 0·76.
The permanent-way on the open line, excepting the Bezwada extension, consists of 75-lb. flat-footed rails laid on steel sleepers. The works present no special difficulty, and the ruling gradient is 1 in 150.	The survey of this line, excepting the Bezwada extension and the Pooree branch, was ordered in September 1889. The construction was sanctioned in July 1890, and it was decided to make the railway by state agency. Work is in progress from Palasa to mile 502 (Cuttack road), the length from Vizianagram to Palasa having since been completed and opened for traffic. The portion from Cuttack road to Naraj is held in abeyance, owing to the site to be selected for the Mahanuddi bridge having not yet been settled. The Bezwada extension was sanctioned for construction in February 1889. It was amalgamated with the East Coast (state) railway on the 1st January 1895, and from the same date the length between the north distant signal of the Bezwada station and the frontier of His Highness the Nizam's dominions was made over to the Nizam's Guaranteed State Railways Company to be worked, on behalf of the State, as part of their system. The original terms of working, which are printed as Appendix P to Part II of the Railway Administration Report for 1889-90, are under revision. The construction of the Pooree branch was sanctioned in December 1894.
The Bezwada extension runs through an open and fairly level country, mainly composed of black cotton soil. It is constructed for a single track, and is laid with 66½-lb. steel rails on pea-pod sleepers. There are no large bridges, and the line is fenced only at stations. The following are the important bridges: Kistna . . . . 12 spans of 300′ Gódávari . . . . 19 „ „ 250′ Anakápalle . . . . 6 „ „ 100′ Beemasingha . . . 5 „ „ 100′ Nelamarla . . . . 4 „ „ 100′ Lyángulya . . . . 7 „ „ 150′ Vamsadhára . . . . 19 „ „ 70′ Rushikulya . . . . 10 „ „ 150′ A grade of 1 in 100, 0·32 mile in length and situated on the Bezwada extension, is the steepest on this line. There are no curves under a radius of 1,000 feet.	

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	
XVIII	**Wazirabad-Lyallpur—**		
	Wazirabad (885 miles from Kiámári on the North Western (state) railway) to Lyallpur	96·13	
XIX	**Kotri-Rohri (Chord line)—**		
	From Rahuki (120 miles from Kiámári) on the Hyderabad-Shadipalli railway to Rohri (335·75 miles from Kiámári) on the North Western (state) railway.	182·50	

D—*continued.*

progress on the 31st March 1895.

BY THE STATE. **Standard gauge.**

Details of construction.	REMARKS.
The line is being constructed for a single track. The permanent-way will consist of second hand 60-lb. bull-headed, 68-lb. double-headed and 60-lb. flat-footed rails obtained from the renewals of the North Western (state) railway, laid on second class serviceable wooden or trough sleepers. For the present the line will be ballasted, to about $\frac{1}{8}$ of the full section, with stone ballast obtained from quarries at the Sangla hill which is about 70 miles from Wazirabad. There are very low banks throughout; and the bridges—though numerous owing to the number of irrigation channels and rajbahas to be crossed—are generally small, with the exception of one 6×40′ girders over the main canal at mile 829·50 from Kurrachee, and another 3×40′ at mile 793·25 over the Jhang branch canal. Girders for all bridges are to be supplied from the old stock of the North Western (state) railway as available.	This line, which is a portion of the project known as the Wazirabad-Mooltan railway, 200·34 miles in length, was surveyed and estimated in 1892-93. It branches off from the North Western (state) railway at the station of Wazirabad and runs in a south-westerly direction more or less alongside the Chenab canal as far as the canal regulator at Naunana, about 48 miles from Wazirabad, whence it follows the course of the Rakli branch of the canal to Lyallpur, a proposed new civil station, 96·13 miles from Wazirabad. It was sanctioned for construction in December 1894, and work was started by the end of January 1895 along the projected line of railway by the officers of the Canal Department, who had the charge of earth-work, masonry of bridges, and other masonry work. The length of 96·13 miles above referred to excludes 3 miles of line from Khanki junction to the Khanki weir which is being worked as a tramway by the Punjab Irrigation Department and will be left down as a quarry siding. The object of this line, which, on opening, will be worked as part of the North Western (state) railway, is to open up the country now being irrigated by the Chenab canal, and to provide carriage for the export of grain and produce of the land now being brought under cultivation by the colonists and settlers who are reclaiming the desert land of the Kachna Doab as it becomes fertilized by the supply of canal water. The first section from Wazirabad to Hafizabad, a distance of 37 miles, is expected to be opened for public traffic in August 1895.
The line traverses the valley of the Indus on its left bank. There are no heavy works on it, except the Indus bridge. Construction is for the present confined to the Hyderabad-Rohri portion, the project for the Indus bridge being under preparation. Earthwork is moderately heavy on the northern and southern sections; but on the central section, where the line passes over desert for about 40 miles, the work will be very light. There will be a large number of small bridges for canals and their distributaries, and a few bridges for the discharge of inundation from the river. The ruling gradient will not exceed 1 in 300 on the Hyderabad-Rohri length, and this will only occur at the entrance to Rohri. It is not yet decided what the gradients on the approach to the Indus bridge will be. There will be no curves under a radius of 1,000 feet. It is intended to build the masonry of the bridges for a double line, but to construct the earthwork and lay the rails for a single track only. The permanent-way will consist of 75-lb. steel rails carried on creosoted pine sleepers. It is proposed to lay all sidings with second hand rails and fastenings on new sleepers.	The necessity for this railway is caused by the set of the Indus on to its right bank which has rendered the line along that bank dangerous and, owing to the frequent breaches, has caused communication with Kurrachee to be intermittent, dislocating the export trade and cutting off communication with the North-Western frontier. The present line, which follows the left bank of the river, is on high ground and is less liable to inundation. It saves about 33 miles on the through distance from the Punjab to Kurrachee, and will also give an alternative route to Quetta. The survey was ordered on the 2nd October 1894, and construction, exclusive of the Indus bridge, was sanctioned in November 1894.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XX	**Mushkaf-Bolán—**	Miles.	
	Bolán junction (449·57 miles from Kiámári on the North Western (state) railway) to Nárí Bank . . . . 4·54 Nárí Bank to Kolpur . . 57·12 Kolpur to Quetta . . . 25·45	87·11	

—*continued.*

rogress on the 31st March 1895.

WORKED BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The line from the Bolán junction station, and from the Sibi station, is along the old Quetta loop to the proposed Nárí Bank station, about 5 miles from Sibi and 454 miles from Kurrachee. The old Bolán railway (Quetta loop) from Nárí Bank, *viâ* Kundalani to Hirók, is being maintained for temporary purposes; from Kolpur to Quetta it is also being maintained fit for traffic.	The surveys of the Upper Bolán between Hirók and Kolpur were commenced about the middle of November 1890, and between Sibi and Hirók about the beginning of January 1891. The field work was finished in June 1891, the plans and estimates being submitted to the Government of India in September 1891.
	The line was sanctioned for construction in October 1891, and orders for commencement of preliminary work issued in November 1891.
The new line now under construction is on a completely new alignment between Nárí Bank and Kolpur, the actual length of the construction works being 58 miles. From Nárí Bank to the mouth of the Mushkaf Gorge (461·50 miles from Kurrachee), the line is over flat ground with light works. Between 461·50 and 474 miles the country is very difficult, involving eight tunnels and four large bridges over the Mushkaf river.	The estimates were for a single line of railway on the standard gauge. Orders were afterwards received to make the tunnels and bridges for a double line.
	Revised estimates, showing the probable cost of this railway with all the tunnels and bridges made suitable for a double line, were submitted to Government in 1893. These estimates were sanctioned by the Secretary of State in December 1893.
	The works are now approaching completion. It is expected that the single line will be completed from Mach to Kolpur by the end of April 1895; but the rest of the line below Mach will not be completed till about December, though it is hoped that a single line will be laid through all the tunnels, and most of the bridges by July.
On the 475th mile is the Panir tunnel, 3,000 feet long, through a high range of limestone hills dividing the Mushkaf from the Bolán valley, the latter being 200 feet lower than the former. For the first 6 miles along the Bolán valley the works are very heavy, there being four tunnels of varying lengths, some exceptionally high embankments, and long deep rock cuttings, at least one of which will have to be arched in.	
Thence to Mach on the 496th mile, the works are lighter, being generally on embankments; but the bridges are very numerous, especially between mileage 478 and 488 where the line winds along the undulating slopes near the base of the hills on the east of the Bolán valley.	
Mach is an engine changing station on the 495th mile, about 3,250 feet above the sea. From Mach to Hirók (503rd mile) the works are comparatively light, with the exception of the heavy cuttings on the south and the high embankment on the north approaches to the Hannar Nulla bridge, and a tunnel at Siri-Bolán.	
Between Hirók and Kolpur (511th mile) the works are again very heavy, involving numerous heavy rock cuttings, three tunnels, and two arched cuttings, long retaining walls and a number of large bridges, besides those for nine different crossings of the Bolán torrent at levels high above the torrent beds.	
There are two curves under a radius of 1,000 feet—one of 900 feet and the other of 955 feet radius—both situated between Mach and Kolpur, the lengths being 1,120 and 3,805 feet, respectively.	
The following statement shows the length and situation of gradients of 1 in 100 and less:	

ECTION OF LINE.	LENGTH OF GRADIENTS.			REMARKS.
	$\frac{1}{80}$ and less.	$\frac{1}{81}$ to $\frac{1}{80}$	$\frac{1}{81}$ to $\frac{1}{100}$	
	Miles.	Miles.	Miles	
Sibi to A-bi-Gum	...	19·54	4·02	Ruling gradient 1 in 55.
A-bi-Gum to Mach	5·94	0·13	...	„ „ 1 in 33.
Mach to Kolpur	12·34	0·38	...	„ „ 1 in 25.
Kolpur to Quetta	...	...	3·32	„ „ 1 in 100.

APPENDIX

Railways constructed and in

Standard gauge. **STATE LINES WORKED**

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.		Miles.
XXI	**Mári-Attock—**				
	Roumia to Basál	25			
	Langar to mile 74	33			
	Mile 74 to Mári	22			
			80·00		
	TOTAL STATE LINES WORKED BY THE STATE (STANDARD GAUGE)		4,684·04		4,037·93

D—*continued.*

progress on the 31st March 1895.

BY THE STATE. Standard gauge.

Details of construction.	Remarks.
The scheme will complete the Cis-Indus line from Attock to Rohri through the mountainous track of the Sind-Sagar Kohistan. The works are those of a ghât line of the heaviest class. There are nine tunnels aggregating some two miles in length, besides several heavy rock cuttings and seven viaducts over 100 feet high, as also other heavy bridging. The sharpest curve, which is 0·19 miles long, has a radius of 955 feet, and is situated between 62·02 and 62·21 miles from Roumia. The steepest gradients vary from $\frac{1}{81}$ to $\frac{1}{100}$ and aggregate 48·92 miles as detailed below:	The total length from Mári to Roumia is 96 miles, of which 80 miles are new line and 16 miles are a part of the existing Khusálgarh branch of the North Western (state) railway. All works are in abeyance, except tunnels, bridges, and earthwork on the Roumia-Básal section, on which progress is being made only to the extent of the limited funds provided.

	Miles.
Roumia to Básál	16·73
Langar to mile 74 from Roumia	19·37
Mile 74 from Roumia to Massan	6·18
Massan (mile 85·64 from Roumia) to Mári	6·64
	48·92

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		Miles.
			Miles.			
XXII	**Great Indian Peninsula—**			NORTH-EAST LINE—		
	NORTH-EAST LINE—			*Main line—*		
	Main line—			Bori bandar to Thána	18-4-53	20·54
	Bombay (Victoria terminus) to Kalyán junction	33·37		Thána to Kalyán	1-5-54	12·65
	Kalyán junction to Bhusával junction	243·89		Kalyán to Vásind	1-10-55	16·14
	Bhusával junction to Jubbulpore (point of junction with the East Indian railway)	337·85		Vásind to Ásangaon	6-2 60	3·75
		615·11		Ásangaon to Kására	1-1-61	21·84
				Kására to Igatpuri (Thul ghât)	1-1-65	9·89
				Igatpuri to Násik	28-1-61	31·43
				Násik to Chálisgaon	1-10-61	87·24
				Chálisgaon to Jalgaon	6-10-62	57·48
				Jalgaon to Bhusával	20-5-63	15·01
				Bhusával to Burhánpur	20-11-65	33·91
				Burhánpur to Khandwa	3-9-66	42·79
				Khandwa to Bir	17-2-68	21·15
				Bir to Itársi	1-1-70	89·27
				Itársi to Sohágpur	1-2-70	30·69
				Sohágpur to Jubbulpore	8-3-70	121·14
				Victoria terminus to Bori bandar	1-1-82	0·19
						615·11
	Branches—			*Nágpur branch—*		
	Bhusával junction (277·07 miles from Bombay) to Nágpur (point of junction with the Bengal-Nágpur railway) (*Nágpur branch*)	243·25		Bhusával junction to Malkápur	20-5-63	30·05
				Malkápur to Shegaon	24-10-64	32·53
				Shegaon to Badnera	18-12-65	72·67
				Badnera to Pulgaon	16-7-66	40·29
				Pulgaon to Sindi	5-11-66	38·27
				Sindi to Nágpur	20-2-67	29·44
						243·25
	Gádarváda junction (535·33 miles from Bombay) to Mohpáni coal-fields (*Mohpáni branch*)	12·47	870·83	*Mohpáni branch—*		
				Gádarváda to Mohpáni—		
				For coal traffic only	3-9-72	12·47
				For public traffic	1-1-81	
	SOUTH-EAST LINE—			SOUTH-EAST LINE—		
	Main line—			*Main line—*		
	Kalyán junction (33·19 miles from Bombay) to Ráichúr (point of junction with the Madras railway)	408·86		Kalyán to Palasdhari (Karjat)	12-5-56	30·61
				Palasdhari to Khandála (Bhore ghât)	14-5-63	13·20
				Khandála to Lonávla (Bhore ghât)	14-6-58	2·35
				Lonávla to Poona	14-6-58	39·66
				Poona to Diksál	15-12-58	64·25
				Diksál to Bársi road	23-10-59	50·60
				Bársi road to Mohol	20-1-60	28·32
				Mohol to Sholápur	6-6-60	20·51
				Sholápur to Gulbarga	1-2-70	70·29
				Gulbarga to the Kistna	1-12-70	73·76
				Kistna to Ráichúr	1-5-71	15·31
						408·86
	Khopoli branch—			*Khopoli branch—*		
	Palasdhari (64 miles from Bombay) to Khopoli	7·24	416·10	Palasdhari to Khopoli	12-5-56	7·24
	Carried over		1,286·93	Carried over		1,286·93

D—*continued.*

progress on the 31st March 1895.

BY GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The north-east line to Khandwa, 352·39 miles; 0·74 mile near Bágra; 46·42 miles from Kalyán junction to Lonávla on the south-east line, and 62·37 miles from Bhusával to Shegaon on the Nágpur branch—461·92 miles in all—are double. Between Victoria terminus and Byculla junction, a distance of 2·87 miles, four tracks are laid. Two of these tracks, however, are used for goods traffic only and are treated as sidings in the mileage returns. On the rest of the line generally the earthwork is for a single line, and the bridges and viaducts for a double line.	The line from Bombay to Thána was commenced on the 31st October 1850, and that from Bhusával junction to Malkápur towards the close of 1859.
The rails originally laid were iron, weighing 68lbs. and 84lbs. per yard. These are now being gradually replaced by steel rails weighing 69lbs., 82lbs. and 86lbs. per yard. The lengths at present laid with steel and iron rails are 1,418·80 and 310·34 miles, respectively.	The dates of orders for the construction of other sections on the north-east line, including branches, are as follows: Thána to Persick . . . . . 28-3-51 Persick to Kalyán . . . . . 22-5-52 Kalyán to Vásind . . . . . 20-5-53 Vásind to Bhusával . . . . . 25-3-57 Bhusával to Jubbulpore . . . . . 1858 Nágpur branch . . . . . 27-9-58 Mohpáni branch 13-2-71
The sleepers originally laid were chiefly wooden. These are now mostly replaced by iron bowls. There were 1,513·45 miles of bowl sleepers and 215·69 miles of wooden sleepers on the 31st December 1894.	
The whole of the south-east line, excepting the ghât section, is laid with iron bowls.	
The whole line, with the exception of the Mohpáni and Khopoli branches, is fenced.	
The following statement shows the length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet:	

SECTION OF LINE.	LENGTHS OF GRADIENTS.			Length of curves of 990 feet radius.
	$\frac{1}{80}$ and less.	$\frac{1}{81}$ to $\frac{1}{80}$.	$\frac{1}{81}$ to $\frac{1}{100}$.	
NORTH-EAST LINE—	Miles.	Miles.	Miles.	Miles.
Miles 75—84 from Bombay (Thull ghât) . . .	5·05	2·36	...	...
Miles 21—99 from Bombay .	...	...	13·55	...
„ 271—3 „ .	...	...	0·94	...
SOUTH-EAST LINE—				
Miles 64—80 from Bombay (Bhore ghât) . . .	14·26	0·46	...	...
Miles 63—64 from Bombay .	...	...	0·38	...
„ 298—376 „ .	...	...	16·65	...
„ 75—76 „ .	...	...	...	0·34

From Sholápur to Gulbarga the contractors commenced work on the 3rd August 1865, and from Gulbarga to Ráichúr the contract was let in December 1865. The Kistna bridge on the Gulbarga-Ráichúr section was opened on the 9th October 1873.

The remaining portions of the south-east line were sanctioned for construction on the following dates:

Kalyán to Neral 13-5-54
Neral to Palasdhari 30-1-55
Palasdhari to Poona 7-7-55
Poona to Sholápur 5-10-55
Khopoli branch 30-1-55

The Khopoli branch is worked during fair weather only.

This company works, under agreement, the Dhond-Manmád railway, the Berar branches, and the Wardha Coal railway. The terms on which the branch lines are worked will be found in appendices W and K, J and I, to Part II of the Railway Administration Reports for 1881-82 and 1890-91, respectively.

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.		
XXII	**Great Indian Peninsula—*concld.*** Miles.	Miles.			Miles.
	Brought forward .	1,286·93	Brought forward .		1,286·93
			DOUBLE—NORTH-EAST LINE—		
			Bori bandar to Thána .	18-4-53	20·54
			Thána to Kalyán . .	1-5-54	12·65
			Kalyán to Vásind . .	22-10-66	16·15
			Vásind to Átgaon . .	20-2-67	9·65
			Átgaon to Kására . .	25-4-67	15·94
			Kására to Igatpuri . .	1-1-65	9·89
			Igatpuri to Násik . .	10-1-69	31·43
			Násik to Chálisgaon . .	10-1-69	87·24
			Chálisgaon to Kajgaon .	10-1-69	11·86
			Kajgaon to Páchora . .	17-3-69	16·05
			Páchora to Máheji . .	27-5-69	9·14
			Máheji to Bhádli . .	6-3-73	27·59
			Bhádli to Bhusával . .	6-6-73	7·84
			Bhusával to Bhusával junction	1-7-92	1·11
			Bhusával junction to Khandwa (Abna junction) .	11-1-89	75·12
			Bágra tunnel to Towa viaduct . . .	1-2-70	0·74
			Bori bandar to Victoria terminus . . .	1-1-82	0·19
					353·13
			DOUBLE—SOUTH-EAST LINE—		
			Kalyán to Palasdhari .	25-7-70	30·61
			Palasdhari to Khandála } Bhore ghât	14-5-63	13·20
			Khandála to Lonávla } Bhore ghât	14-6-58	2·61
					46·42
			DOUBLE—NÁGPUR BRANCH—		
			Bhusával junction to Nádgaon . . .	11-1-89	17·72
			Nádgaon to Shegaon .	1-4-90	44·65
					62·37
			TOTAL DOUBLE LINE .		461·92
	TOTAL .	1,286·93	TOTAL OPEN MILEAGE		1,286·93

D—*continued.*

progress on the 31st March 1895.

GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED BY

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
XXIII	**Bombay, Baroda and Central India—**					
	Main line—			*Main line—*		
	Bombay (Colába) terminus to Ahmedabad	309·25		Colába to Marine lines	18-1-70	2·00
	Extension to Viramgám junction and Wadhwán	80·00		Marine lines to Charni road	19-6-69	0·75
		389·57		Charni road to Bellasis road	13-9-68	0·75
				Bellasis road to Bulsár	28-11-64	121·00
				Bulsár to Navsári	2-9-61	24·25
				Navsári to Sachin	20-5-61	9·25
				Sachin to Surat	18-3-61	9·00
				Surat to Amroli	19-11-60	2·25
				Amroli to Anklesvar	10-2-60	28·75
				Anklesvar to the Nerbudda	5-12-60	5·50
				Nerbudda to Broach	22-6-60	
				Broach to Baroda	9-1-61	43·75
				Baroda to Dholia	22-4-61	11·25
				Dholia to Mehmadabad	3-9-62	33·25
				Mehmadabad to Ahmedabad	21-1-63	17·89
				Ahmedabad to Sábarmati	1-1-70	3·75
				Sábarmati to Sánand	24-5-71	13·75
				Sánand to Viramgám	30-11-71	22·75
				Viramgám to Wadhwán	25-5-72	39·68
						389·57
	Branches—			*Branches—*		
	Ánand junction (269·50 miles from Bombay) to Godhra (*Godhra branch*)	49·21		*Godhra branch—*		
				Ánand to Dákor	8-4-74	16·75
				Dákor to Rukhyal	6-1-75	1·75
				Rukhyal to Hungari	6-12-76	9·00
				Hungari to Páli	29-1-77	4·71
				Páli to Godhra	26-2-82	17·00
						49·21
	Khárághoda in the Runn of Cutch, to Viramgám junction (349·75 miles from Bombay on the Wadhwán extension on the Bombay, Baroda and Central India railway) (*Pátri branch*)	22·12		*Pátri branch—*		
				Khárághoda to Viramgám	12-5-73	22·12
		71·33	460·90			
				DOUBLE—MAIN LINE—		
				Colába to Marine lines	18-1-70	1·91
				Marine lines to Charni road	19-6-69	0·71
				Charni road to Bellasis road	13-9-68	1·29
				Bellasis road to Máhim	20-7-65	5·44
				Máhim to Bándra	23-2-66	1·07
				Bándra to Santa Cruz	23-5-66	1·83
				Santa Cruz to Andheri	29-8-67	2·71
				Andheri to Bháyndar	27-4-85	13·33
				Bháyndar to Virár	1-10-85	10·34
				Sachin to Kánkra Khádi	4-7-87	6·36
				Kánkra Khádi to Surat	5-6-68	2·72
				Surat to Amroli	9-10-67	2·19
				Bárejadi to Ahmedabad	2-6-87	10·21
				TOTAL DOUBLE LINE		60·11
	TOTAL		460·90	TOTAL OPEN MILEAGE		460·90

D—*continued.*

progress on the 31st March 1895.

GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line is double from Colába to Virár, 38·56 miles; from Sachin to Amroli, 11·34 miles; and from Bárejadi to Ahmedabad, 10·21 miles—in all 60·11 miles. On the rest of the line, except the Nerbudda and Bassein valleys, the earthwork is for a single line, and the bridge piers and abutments for a double line; superstructure for a double line has been provided only in the Mahi viaducts.	The section from Colába to Marine lines was commenced in May 1865.
The Nerbudda viaduct had a complete double line of superstructure before the disaster of 1876; but on the reconstruction of the destroyed portion only a single line was provided on that part. Part of the double line on the standing portion was removed. The whole structure has, however, been replaced by an entirely new bridge, which was opened on the 16th May 1881. This bridge is constructed with piers for a double road, but only one set of girders has been erected.	The estimates of the extension to Wadhwán were sanctioned on the 24th October 1870.
	The following are the dates of sanction of the remaining sections of this line: Marine lines to Charni road . . 1868 Charni road to Grant road . . May 1863 Grant road to Dádar . . . July 1892 Dádar to 50th mile (from Colába) . 1859 50th mile (from Colába) to Surat . 1858 Surat to Ahmedabad . . . 1857 and 1859 Ahmedabad to Viramgám . . October 1870
	The doubling of the line between Itola and Baroda is in hand.
The main line is chiefly laid with double-headed steel rails, weighing 69 lbs. to the yard, except on the Wadhwán extension, which is, for the most part, laid with 60lb. iron rails. On the southern part of the line (Bombay to Broach) the rails are laid with creosoted pine sleepers fully ballasted with stone; on these parts the sleepers are left bare of ballast between the rails. On the rest of this division, and on the whole of the northern division, pot sleepers are used generally with sand ballast with a skin of stone to keep down the dust, but in a few cases with stone, and renewals are made with stone or gravel.	
The main line is wholly fenced. As far as Ahmedabad it is all wire fence, except some 14 miles of cactus. From Ahmedabad to Wadhwán there are 55 miles of cactus and 24 miles of wire.	
The formation and earthwork of the Godhra branch are for a single line; the rails are a mixture of 60-lb. iron, and 61-lb. and 69-lb. steel, laid, with a few trifling exceptions, on iron pot sleepers with sand ballast. The line is located on the trunk road, and is fenced partly with cactus and partly with wire, except some 6·50 miles which are unfenced.	The Pátri branch was constructed by the Bombay, Baroda and Central India Railway Company at the expense of the State, and is worked under agreement by that company as part of their own system. The capital outlay incurred by the State was charged against the Civil Works grant.
The rails on the Pátri branch are flat-footed, weighing 48 lbs. to the yard, and are laid on creosoted pine sleepers with sand ballast.	
This branch is unfenced.	The dates of orders for survey and construction are 26th May 1870 and 13th June 1871, respectively.
There are no curves under a radius of 1,000 feet.	
The length and situation of gradients up to 1 in 100 are shewn in the statement below:	The Gaekwar's Dabhoi, Mehsána and Petlád railways are worked under agreement by this company. The terms of working the Dabhoi and Mehsána railways will be found on page 150 of, and Appendix M to, Part II of the Railway Administration Report for 1889-90 and 1893-94, respectively.
	The Rajputana-Malwa state railway has been leased to this company from the 1st January 1885 to the 30th June 1900. The terms of the lease will be found in appendix J to Part II of the Railway Administration Report for 1884-85.

SECTION OF LINE.	LENGTH OF GRADIENTS.	
	1 in 80.	1 in 100.
	Miles.	Miles.
Main line, miles 197 and 198 from Bombay	...	0·06
„ „ 259 and 260 „	...	0·13
Godhra branch, miles 301 to 304 from Bombay	1·35	...
Godhra branch, miles 315 and 316 from Bombay	...	0·06

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED BY

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
XXIV	**Madras Railway—**		Miles.	Miles.	SOUTH-WEST LINE—		Miles.
	SOUTH-WEST LINE—				*Main line—*		
	Main line—				Madras to Veyasarpaudy	7-4-73	2·16
	Madras to Veyasarpaudy junction	2·16			Veyasarpaudy to Arcot	1-7-56	63·22
	Veyasarpaudy junction to Arkonam junction	40·25			Arcot to Kátpádi	7-5-57	14·96
	Arkonam junction to Calicut	370 73			Kátpádi to Gudiyáttam	19-5-58	15·36
			413·14		Gudiyáttam to Ambúr	16-1-60	17·01
					Ambúr to Vániyambádi	1-2-60	9·98
					Vániyambádi to Tirupattúr	23-5-60	14·19
					Tirupattúr to Salem	1-2-61	69·98
					Salem to Sankaridrug	1-12-61	23·68
					Sankaridrug to Fódanúr	12-5-62	71·18
					Pódanúr to Pattámbi	14-4-62	64·96
					Pattámbi to Kuttippuram	23-9-61	11·50
					Kuttippuram to Tirúr	1-5-61	9·39
					Tirúr to Kadalundi	12 3-61	16·31
					Kadalundi to Calicut	2-1-88	9·26
							413·14
	Branches—				*Branches—*		
	Veyasarpaudy junction to Ráyapuram (*Ráyapuram branch*)		2·16		*Ráyapuram branch—* Veyasarpaudy to Ráyapuram	1-7-56	2·16
	Bangalore branch—				*Bangalore branch—*		
	Jalarpet junction (132 miles from Madras) to Bangalore cantonment	84·37			Jalarpet junction to Bangalore cantonment	1-8-64	84·37
	Bangalore cantonment to Bangalore city	3·05			Bangalore cantonment to Bangalore city	1-7-82	3·05
			87·42				87·42
	Pódanúr junction (301·72 miles from Madras) to Méttupálaiyam at the foot of the hills (*Nílgiri branch*)		25·75		*Nilgiri branch—* Pódanúr junction to Coimbatore	1-2-73	3·78
					Coimbatore to Méttupálaiyam	31-8-73	21·97
							25·75
	Olavakkót (332·07 miles from Madras) to Palghat town (*Palghat branch*)		2·47		*Palghat branch—* Olavakkót to Palghat	2-1-88	2·47
			117·80	530·94			
	NORTH-WEST LINE—				NORTH-WEST LINE—		
	Main line—				*Main line—*		
	Arkonam junction (42·41 miles from Madras) to Guntakal		232 88		Arkonam to Nagari	4-3-61	17·27
					Nagari to Puttúr	8-12-61	9 59
					Puttúr to Rénigunta	15-9-62	14·46
					Rénigunta to Reddipalle	1-10-64	38·02
	Guntakal to Ráichúr (point of junction with the Great Indian Peninsula Railway)		75·40		Reddipalle to Cuddapah	1-9-65	39·59
				308·28	Cuddapah to Muddanúru	1-8-66	34 31
					Muddanúru to Tadpatri	1-9-68	32·07
					Tadpatri to Gooty	1-8-69	29·72
					Gooty to the Tungabhadra river	12-12-70	75·33
					Tungabhadra to Ráichúr	15-3-71	17·92
							308·28
	Carried over			839·22	Carried over		839·22

D—*continued.*

progress on the 31st March 1895.

GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The cuttings and embankments, except on the double line, are for a single track; but the foundations and superstructure of bridges and viaducts are for a double way, except on the Nílgiri and Palghat branches, the Calicut extension and, in a few isolated instances, on the main line. The iron rails, which vary in weight from 65 lbs. to 84 lbs. to the yard, are double-headed and laid on iron pot sleepers. The rails were renewed with 75-lb. steel rails of double-headed section up to 189th mile.	Work was commenced on the south-west line on the 9th June 1853. The main line originally commenced at Ráyapuram, but on the opening of the length between Veyasarpaudy junction and the Central station this became a portion of the main line, and the old line from the junction to Ráyapuram was then treated as a branch.
The section between Madras and Arkonám, 42·41 miles, is double.	The extension of the south-west line from near Beypore to Calicut was sanctioned in August 1884. This extension has cost about 19 lakhs of rupees, of which 1⅓rd lakhs have been paid by the local authorities in consideration of the large bridges being made available for ordinary traffic.
The south-west line was originally laid with sleepers of indigenous woods; but an experiment was made of using stone blocks, 2′ × 2′ × 1′, as sleepers. As the experiment proved unsatisfactory the blocks were all removed in 1857.	The line takes off at 1·89 miles short of Beypore, which length, together with the Beypore station, has been abandoned.
Jungle wood sleepers were found to be very short-lived, and in 1861 it was decided to replace them by Greaves' patent cast-iron bowl sleepers; the alteration has proved to be economical and in every way satisfactory. Cast-iron bowl sleepers (each 112 lbs.) of an improved and stronger design, with steel bull-headed rails 76lbs. per yard and 30 feet in length, and a heavier type of plate, are now being introduced.	The following are the dates of sanction of the remaining sections of the south-west line, including branches: Madras to Veyasarpaudy . April 1868. Veyasarpaudy to Arkonam . Between July 1853 and Feb. 1854. Arkonam to Kadalundi . Between Feb. 1854 and May 1857. Ráyapuram branch . . July 1853. Bangalore „ . . 1862 and Mar. 1881. Nílgiri „ . . 17th Aug. 1870. Palghat „ . . 4th Jan. 1887.
The whole line is fenced.	The line from Bangalore cantonment to Bangalore city was constructed as a part of the Mysore state railway, but was subsequently made over to the Madras Railway Company.
There are no curves under a radius of 1,000 feet.	The Bellary branch, from Guntakal junction to Bellary, was purchased by, and handed over to, the Southern Mahratta Railway Company on the 1st February 1887.
The statement below shows the length and situation of gradients up to 1 in 100.	The alterations and additions to the Bangalore city station, so far as they have been sanctioned, are in a forward state of progress.
	The extension of the 3rd class waiting room and other alterations at Jalarpet are well advanced.
	The alterations and additions to the Méttupálaiyam station, consequent on the junction with the Nílgiri railway, are nearly finished. The linking in of sidings is, however, in abeyance, pending the completion of certain sidings to be undertaken by the Nílgiri Railway Company.
	The strengthening of the girders of all bridges from 6-feet to 50-feet span, to comply with the requirements of the Government of India, is now being undertaken.
	The dates of sanction of the various sections of the north-west line are as follow:

SECTION OF LINE.	LENGTH OF GRADIENTS.	
	1/81 to 1/80	1/81 to 1/100
	Miles.	Miles.
South-west line—		
Between 187·33 and 196·40 miles from Madras .	1·34	4·11
„ 223·87 and 241·06 „ „ „ .	...	3·60
„ 305·88 and 319·73 „ „ „ .	5·36	2·90
„ 353·48 and 366·57 „ „ „ .	...	3·97
Bangalore branch—		
Between 135·30 and 146·37 miles from Madras .	6·56	2·92
„ 147·60 and 191·14 „ „ „ .	...	18·59
„ 215·10 and 218·74 „ „ „ .	0·92	1·63
Nílgiri branch—		
Between 316·13 and 325·67 miles from Madras .	2·56	0·43
North-west line—		
Between 62·12 and 63·75 miles from Madras .	...	1·63
„ 72·77 and 76·68 „ „ „ .	0·75	2·02
„ 96·62 and 97·79 „ „ „ .	0·80	0·37
„ 137·54 and 138·36 „ „ „ .	...	0·82
„ 152·16 and 158·49 „ „ „ .	...	4·51

Arkonam to mile	64	from Madras		.	23-6-59
Mile	64	„	87	„ „	. 3-1-60
„	87	„	108	„ „	. 31-1-61
„	108	„	130	„ „	. 26-5-63
„	130	„	172	„ „	. 18-11-63
„	172	„	192	„ „	. 20-7-63
„	192	„	203	„ „	. 22-7-65
„	203	„	233	„ „	. 8-5-65
„	233	„	245	„ „	. 21-5-65
„	245	„	256	„ „	. 25-5-66
„	256	„	267	„ „	. 22-6-66
„	267	„	278	„ „	. 31-7-67
„	278	„	288	„ „	. 20-11-67
„	288	„	294	„ „	. 4-3-67
„	294	„	305	„ „	. 3-12-68
„	305	„	314	„ „	. 27-5-68
„	314	„	325	„ „	. 24-9-68
„	325	„	334	„ „	. 23-8-69
„	334	„ Ráichúr		. . .	. 22-9-69

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.		Miles.
		Miles			
XXIV	Madras Railway—*concld.*				
	Brought forward .	839·22	Brought forward .		839·22
			DOUBLE SOUTH-WEST LINE—		
			Madras to Veyasarpaudy junction . . .	7-4-73	2·16
			Veyasarpaudy junction to Perambúr . .	7-2-74	1·30
			Perambúr to Ávadi . .	1-5-77	9·54
			Ávadi to Tiruvallúr . .	20-7-77	12·89
			Tiruvallúr to Arkonam .	28-8-77	16·52
					42·41
	TOTAL .	839·22	TOTAL OPEN MILEAGE .		839·22
	TOTAL LINES WORKED BY GUARANTEED COMPANIES (STANDARD GAUGE) . . .	2,587·05			2,587·05

D—*continued.*

progress on the 31st March 1895.

GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.

APPENDIX

Railways constructed and in

Standard gauge. ASSISTED

No.	Name of line and mileage sanctiond.	Total mileage	Date of opening for public traffic.	
		Miles.		Miles.
XXV	**Delhi-Umballa-Kalka—**			
	Delhi on the East Indian railway, *viâ* Karnál and Umballa, to Kalka	161·40	Delhi to Kalka . . 1-3-91	161·40
XXVI	Tarkessur—			
	Seoraphuli (14 miles from Howrah on the East Indian railway) to Tarkessur in the Hooghly district	22·23	Seoraphuli to Tarkessur . 1-1-85	22·23
	TOTAL ASSISTED COMPANIES (STANDARD GAUGE)	183·63		183·63

D—*continued.*

progress on the 31st March 1895.

COMPANIES. **Standard gauge.**

Details of construction.	REMARKS.
The line passes through a country generally level and open till above Umballa, where the rise towards the Himalayas commences. In the last 10 miles into Kalka, the country is hilly and the ascent very steep. The permanent-way consists of double-headed steel rails 75 lbs. to the yard, laid on Denham-Olpherts sleepers. The minimum radius of curve is 1,350 feet; the steepest gradient is 1 in 40 for about 5 miles into Kalka. The whole length is fenced. The length and situation of gradients up to 1 in 100 are as shewn below :—	The Delhi-Umballa-Kalka Railway Company was formed in January 1889, and the capital share lists closed on the 26th of that month. The survey between Delhi and Umballa was carried out during November and December 1888. The portion of the line between Umballa and Kalka had been previously surveyed under the orders of the Punjab Government, and the staking out of this length was at once taken in hand by the company. The line is worked and maintained by the East Indian Railway Company under an agreement, the terms of which will be found in appendix H to Part II of the Railway Administration Report for 1888-89.

SECTION OF LINE.	LENGTH OF GRADIENTS.		
	1/80 & less.	1/80	1/81 to 1/100
	Miles.	Miles.	Miles.
Between 149 and 154·98 miles from Delhi	...	3·29	0·85
Between 154·98 and 161·40 miles from Delhi	5 78	...	...

The line is fenced and ballasted throughout. The transverse plate sleepers used are of cast-iron of the Denham-Olpherts latest pattern. The line is laid with rails and fastenings of wrought-iron purchased from the East Indian railway. The whole length is fenced. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The construction of this railway was sanctioned on 20th February 1883. It is one of the first railways in India constructed by private enterprise without the aid of any Government guarantee of interest on capital. The latter has been raised in this country by an association of European and Native gentlemen who have paid every expense connected with the construction of the line—excepting the cost of survey, and the cost of acquiring the necessary land which has been given free by the Government of Bengal. The line is worked and maintained by the East Indian Railway Company under an agreement, the terms of which will be found in appendix N to Part II of the Railway Administration Report for 1887-88.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
XXVII	**Khámgaon—** Miles.	Miles.		Miles.
	Jalamb junction (331·81 miles from Bombay) on the Nágpur branch of the Great Indian Peninsula railway to Khámgaon	7·55	Jalamb to Khámgaon . . 4-3-70	7·55
			TOTAL OPEN MILEAGE .	7·55
XXVIII	**Amráoti—**			
	Badnera junction (412·30 miles from Bombay) on the Nágpur branch of the Great Indian Peninsula railway to Amráoti	5·44	Badnera to Amráoti . . 16-2-71	5·44
			TOTAL OPEN MILEAGE .	5·44
IV and XXIX	**Bhopal-Itársi—**			
	Itársi (463·28 miles from Bombay on the north-east line of the Great Indian Peninsula railway) to Bhopal . .	57·11	Itársi to Hoshangabad . 1-6-82	10·89
			Hoshangabad to Bhopal . 18-11-84	46·22
			TOTAL OPEN MILEAGE .	57·11
XXX	**The Nizam's Guaranteed State—**			
	Main line—		*Main line—*	
	Wádi (375·75 miles from Bombay on the south-east line Great Indian Peninsula railway) *viá* Secunderabad to the south-east frontier . . . 310·09		Wádi junction to Secunderabad and to junction of new line 9-10-74	115·45
			Junction of new line to Warangal . . . 8-4-86	87·47
			Warangal to Dornakal . . 1-1-88	51·91
			Dornakal to Bona Kálu . . 5-8-88	31·72
			Bona Kálu to British frontier . 10-2-89	23·54
				310·09
	Carried over .	310·09	Carried over .	310·09

D—*continued.*

progress on the 31st March 1895.

AND WORKED BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line has been constructed for a single track with a formation of 16 feet, and is laid with old 57-lb. flat-footed rails and two-bolt fish plates. One quarter of the line is ballasted with broken stone, and the rest with gravel. The road was orignally laid with cast-iron pot sleepers, but broken pots have, from time to time, been replaced by creosoted pine sleepers with iron-bearing plates and dog-spikes. It is now being entirely relaid with second hand Great Indian Peninsula railway 68-lb. rails and pot sleepers. The sharpest curve on this line has a radius of 990 feet; it is 0·27 mile long and is situated between 0 and 0·50 mile. The steepest gradient, which occurs between miles 5 and 6, is 1 in 96 for a length of 0·23 mile. About 1·26 miles of wire fencing have been provided at each end of the line, the remaining portion being unfenced.	The dates of order for survey and construction are as follow: *Date for survey.* 8th April 1870. *Dates for construction.* 7th June 1869. 11th June 1870.
The permanent-way used on this line is of iron, the rails weighing 68 lbs. to the yard; the sleepers are pots. The ballast is partly sand and partly shingle. The line is fenced only at the Badnera and Amráoti ends, and for a short distance outside those stations. There are no gradients on this line of 1 in 100 or less, and there is only one curve under a radius of 1,000 feet, *viz.*, 990. It is situated between 0 and 0·25 mile and is 0·14 mile in length.	These branches have been constructed from the surplus revenues of the Berars, with a view to facilitate the transport of cotton from the cotton marts of Khámgaon and Amráoti. They are worked by the Great Indian Peninsula Railway Company under agreements, the terms of which will be found in appendices J and K to Part II of the Railway Administration Report for 1890-91.
The line has been laid for a single track with 62-lb. steel rails. The sleepers were partly of steel and partly of creosoted pine and other kinds of wood. The ghât section, Budni to Barkhera, which was originally laid with jungle wood sleepers, was, during the year 1890, relaid with Indian Midland railway cast-iron oval pot sleepers weighing 80 lbs. per bowl. A similar operation is now in progress on those portions of the line where wooden sleepers are in use. The line is wholly fenced. There are no curves under a radius of 1,000 feet. The steepest gradients are noted below:	The dates of orders for survey and construction are 4th June 1879 and 31st July 1880, respectively. The British Government has paid for the portion, 13·11 miles, in its own territory, and a moiety of the cost of the bridge over the Nerbudda, or, in all, about 13 lakhs; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions. Profits are shared between Her Highness the Begum and the British Government in proportion to the capital contributed by each party at the close of the period for which accounts are made up. The line was constructed on contract by Messrs. Glover & Co., and has been worked by the Indian Midland Railway Company from the 1st January 1889. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1893-94.

SECTION OF LINE.	LENGTH OF GRADIENTS.	
	1/81 to 1/80	1/81 to 1/100
	Miles.	Miles.
Budni-Barkhera	6·75	0·83

The whole line from Wadi to His Highness the Nizam's frontier is constructed for a single track. About 41 miles are laid with double-headed 68-lb. iron rails on cast-iron bowl sleepers obtained from the Great Southern of India Railway Company; 6 miles with bull-headed 75-lb. steel rails on old cast-iron bowl sleepers; 9 miles with double-headed 68-lb. steel rails on cast-iron bowl sleepers; 2 miles with old flat-footed 62-lb. steel rails on steel sleepers; and the remainder of the line with 66¼-lb. flat-footed steel rails on steel pea-pod sleepers.	The dates of orders for survey and construction are 30th October 1869 and 25th March 1871, respectively. The Government of the Nizam provided the capital, and the British Government constructed the line. The standard gauge was finally adopted on the 30th October 1871. Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock; from January 1879 to the 31st December 1884 it was worked by state agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company.

APPENDIX

Railways constructed and in

Standard gauge. **LINES OWNED BY NATIVE STATES**

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles
XXX	**The Nizam's Guaranteed State**—*concld.*				
	Brought forward	310·09		Brought forward	310·09
	Branches—			*Branches*—	
	Husain Ságar junction (111·50 miles from Wádi) to Hyderabad (*Hyderabad branch*)	3·54		*Hyderabad branch*— Husain Ságar to Hyderabad 9-10-74	3·54
	Dornakal to Singareni coal-fields (*Mineral branch*)	16·50		*Mineral branch*— Dornakal to Singareni coal-fields 1-1-88	16·50
	Junction of new line to Trimulgherry (*Troop siding*)	2·19		*Troop siding**— Junction of new line to Trimulgherry . . . 9-10-74	2·19
			332·32	TOTAL OPEN MILEAGE	332·32
XXXI	**The Gaekwar's Petlád**— Ánand (269·05 miles from Bombay on the Bombay, Baroda and Central India railway) to Petlád	13·35		Ánand to Petlád . . 5-5-90	13·35
XXXII	**Kolar Gold-fields**— Bowringpet (175·46 miles from Madras on the Madras railway) to the Mysore mines station	10·00		Bowringpet to Mysore Mines . . . 1-6-94	10·00
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (STANDARD GAUGE) .	412·66†			412·66†

* This is a military line and is not intended to be used for ordinary public traffic.

† Excluding the length (13·11 miles) of the Bhopal-Itársi railway (British section) included in the total for "State lines worked by companies."

D—*continued.*

progress on the 31st March 1895.

AND WORKED BY COMPANIES. **Standard gauge.**

Details of construction.	REMARKS.
The branch line to the mines is laid with 60-lb. flat-footed iron rails, except 0·85 mile on which 66½-lb. flat-footed steel rails have been used. Steel pea-pod sleepers have been used throughout. The branch to Trimulgherry is laid with second hand 60-lb. flat-footed iron rails partly on steel pea-pod sleepers and partly on timber sleepers. The branches are also constructed for a single track. The line is fenced from Wadi to Secunderbad, but from Secunderabad to the frontier only the station yards are fenced. The steepest gradient on this line is 1 in 100 for a length of 83·28 miles from Secunderabad to the British frontier. There are no curves under a radius of 1,000 feet.	The construction of the first section between Secunderabad and Warangal was commenced in November 1884 and completed in March 1886. This company was formed for the purpose of acquiring and working the then existing line of 119·32 miles, and of constructing on the same (standard) gauge and working the new lines, 373 miles in length, of which the construction of 160 miles is at present in abeyance. The construction of the section from Warangal to Dornakal, and the coal branch, was commenced in May 1886. The extension between Dornakal and the frontier was commenced in January 1887 and completed in January 1889. This company works, as part of its own system the section of the East Coast (state) railway which extends from the frontier of His Highness the Nizam's dominions to the north distant signal of the Bezwada station. The original terms of working which are printed as Appendix P to Part II of the Railway Administration Report for 1889-90, are under revision.
The rails used are flat-footed steel, 66½-lbs. to the yard, laid on steel trough sleepers fully ballasted throughout with good gravel. The width at formation level is 18 feet. The centre line is on an embankment. There are a few bridges of one or two spans of 20 feet each, but the drainage of the country is mostly by nallahs. The whole line is fenced with cactus. There are no gradients of 1 in 100 or under, or curves under a radius of 1,000 feet.	The orders for the survey of this line were given in December 1887. Construction was sanctioned in December 1888; work was commenced in January 1889 and completed on the 5th May 1890. The cost of construction has been defrayed by His Highness the Gaekwar. This line is worked and maintained by the Bombay, Baroda and Central India Railway Company.
The permanent-way consists of Madras railway second hand double-headed 75-lb. iron rails laid on new cast-iron (Greave's) pot sleepers, but, in consequence of the excessive wear due to the heavy traffic passing over this branch, the iron rails are gradually being replaced by 75-lb. steel rails. The ruling gradient is 1 in 66·67 and the sharpest curve of a radius of 1,685 feet. The gradients of $\frac{1}{51}$ to $\frac{1}{80}$ are of a length of 4·66 miles, and those of $\frac{1}{81}$ to $\frac{1}{100}$ of a length of 2·04 miles.	The line was sanctioned for construction in July 1892. It is being worked by the Madras Railway Company on the same percentage of gross earnings as obtains on the entire system *plus* 5 per cent. for the use of rolling stock.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED BY NATIVE STATES AND

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
XXXIII	**Rájpura-Bhátinda—**			
	Rájpura (179 miles from Delhi on the North Western (state) railway, main line) *viâ* Patiála to Bhátinda	107·94	Rájpura to Patiála . . 1-11-84 Patiála to Bhátinda . . 13-10-89 TOTAL OPEN MILEAGE	15·77 92·17 107·94
XXXIV	**Jammu and Kashmir—**			
	Frontier of the Kashmir state to the left bank of the Tawi river near Jammu	15·92	Frontier of the Kashmir state to the left bank of the Tawi river . . . 15-3-90	15·92
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY (STANDARD GAUGE)	123·86		123·86

D—*continued.*

progress on the 31st March 1895.

WORKED BY STATE RAILWAY AGENCY. Standard gauge.

Details of construction.	Remarks.
The country traversed is eminently favourable. The line is practically a surface one, for a single track, with steel rails 68lbs. to the yard, laid on deodar sleepers, from Rájpura to Patiála; and with 75-lb. flat-footed steel rails, laid on deodar sleepers, from Patiála to Bhátinda. The sharpest curve is of a radius of 1,146 feet, and the steepest gradient is 1 in 250. The line is fenced from Rájpura to Patiála only.	The line from Rájpura to Patiála was sanctioned on the 7th December 1883, and was constructed by the late Sind, Punjab and Delhi Railway Company at the expense of the Patiála Darbar. The extension to Bhátinda was surveyed in 1887, and construction was commenced in April 1888. The line is worked and maintained by the North Western (state) railway under an agreement, the terms of which will be found in appendix V to Part II of the Railway Administration Report for 1892-93.
This line has been constructed according to standard dimensions. The rails are 75-lb. flat-footed. The sleepers are of deodar, except where there are dips in the road to pass surface floods: steel transverse sleepers have been used in such places. There are about 1,900 sleepers to the mile. The ballast used is of stone throughout and of excellent quality. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	Sanction was given to the construction of this line on the 25th February 1888. The line has been constructed by the Kashmir Darbar, by whom also the capital was provided. It is maintained and worked by the North Western (state) railway as a leased line under agreement for five years. The terms of working will be found in appendix S to Part II of the Railway Administration Report for 1890-91.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED AND WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXXV	**Bína-Guna—**		
	Bína (143 miles from Itársi on the Indian Midland railway) to Guna .	73·64	
XXXVI	**Bhopal-Ujjain—**		
	Bhopal (57 miles from Itársi on the Bhopal-Itársi railway) to Ujjain (600·50 miles from Ahmedabad) on the Ujjain branch of the Rajputana-Malwa railway	114·00	
	TOTAL LINES OWNED AND WORKED BY NATIVE STATES (STANDARD GAUGE) .	187·64	

D—*continued.*

progress on the 31st March 1895.

BY NATIVE STATES. **Standard gauge.**

Details of construction.	REMARKS.
The permanent-way consists of 75-lb. steel rails laid on steel transverse sleepers. There will be three large bridges:—the "Betwa," 16 spans of 100 feet, the "Or," 5 spans of 60 feet, and the "Sindh," 5 spans of 100 feet. The earthwork is generally light throughout. The formation has been completed and all ballast supplied. All bridges have been finished with the exception of the Betwa and Sindh bridges, the girders for which arrived in August 1894 and are now under erection. All the permanent-way has been laid and the line half ballasted. The line will be fenced throughout. There are no grades so steep as 1 in 100, or curves under a radius of 1,000 feet.	This line is being constructed by the Gwalior Darbar, but the question of the working agency is under consideration. Construction was sanctioned in March 1892, and, with the exception of a small amount of earthwork and masonry, work was commenced in October 1892. The line is expected to be opened for goods traffic in May 1895.
The permanent-way consists of 75-lb. flat-footed steel rails laid on 135-lb. steel cross sleepers. There are six large bridges on the line:— Parbati 5 spans of . . . 100 feet. Niwaj 5 „ „ . . . 100 „ Bari-Kalis-sind 6 „ „ . . . 100 „ Lakhundar 4 „ „ . . . 60 „ Greater Tilar 8 „ „ . . . 60 „ Choti-Kali-Sind 6 „ „ . . . 60 „ The line will only be fenced at, and in the vicinity of, stations, towns, and important level-crossings. There are no grades so steep as 1 in 100, or curves under a radius of 1,000 feet.	The construction of this line was sanctioned in November 1892. It is being constructed jointly by the Gwalior and Bhopal states, but the question of the working agency is under consideration. Earthwork of portions in Gwalior was started in February 1893. Work on the Bhopal section was not sanctioned until the end of April 1893. The line will be linked through in May 1895.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XXXVII	**Bengal and North-Western*—** Miles.	Miles.	TIRHOOT SECTION— Miles.
	TIRHOOT SECTION—		*Main line—*
	Main line—		Semaria ghát to Dalsinghsarai 1-5-83 22·55
	Semaria ghát on the opposite bank of the Ganges, 4 miles below Mokameh, to Bettiah . . . . . 145·87	145·87	Dalsinghsarai to Samastipur 1-11-75 14·75 Samastipur to Mozufferpore 24-2-77 32·00 Mozufferpore to Motiharee 1-2-83 49·57 Motiharee to Bettiah . 20-12-83 27·00 145·87
	Kosi extension—		*Kosi extension—*
	Samastipur to Bháptiáhi . . . 76·92		Samastipur ghát to Durbhunga 1-11-75 23·00
	Bháptiáhi to Pratápganj . . . 14·00		Durbhunga to Jhanjharpur . 1-2-83 24·00
	Pratápganj to Khanwa ghát . . 8·00		Jhanjharpur to Ghoghardiha—
		98·92	For goods traffic . . 8-4-86 } 13·00 For passenger traffic . 6-5-86 }
			Ghoghardiha to Nirmala—
			For goods traffic . . 8-4-86 } 6·92 For passenger traffic . 1-11-86 }
			Nirmala to Bháptiáhi—
			For goods traffic . 15-11-87 } 10·00 For passenger traffic . 1-1-88 }
			Bháptiáhi to Pratápganj—
			For goods traffic . . 1-10-88 } 14·00 For passenger traffic . 1-1-89 }
			Pratápganj to Khanwa ghát 14-11-90 8·00
			98·92
	Bairagnia branch—		*Bairagnia branch—*
	Durbhunga to Dheng . . . . 57·00		Durbhunga to Sitamarhi—
	Dheng to Bairagnia (fair weather line) 3·51	60·51	For goods traffic . . 1-7-90 } 42·00 For passenger traffic 1-11-90 }
			Sitamarhi to Riga—
			For goods traffic . . 1-1-91 } 6·00 For passenger traffic . 2-11-91 }
			Riga to Dheng—
			For goods traffic . . 1-7-91 } 9·00 For passenger traffic . 2-11-91 }
			Dheng to Bairagnia—
			For goods traffic . . 1-3-92 } 3·51 For passenger traffic . 15-3-92 }
			60·51
	Sonepore branch—		*Sonepore branch—*
	Mozufferpore to Sonepore (point of junction with the company's section) . 34·61		Mozufferpore to Hajeepore 26-10-84 31·25
	Hajeepore branch—		Hajeepore to Sonepore—
	Hajeepore to Hajeepore ghát . . 1·89		For goods traffic . . 1-8-87 } 3·36 For passenger traffic . 25-4-87 }
			34·61
			Hajeepore branch—
			Hajeepore to Hajeepore ghát 26-10-84 1·89
			Total Tirhoot section . 341·80
	COMPANY'S SECTION—		COMPANY'S SECTION—
	Main line—		*Main line—*
	Sonepore, opposite Patna, *viá* Chupra, Sewán and Gorakhpur to Mankapur and thence to Ajodhya . . 238·60		Sonepore to Mankapur . 15-1-85 218·50 Mankapur to Nawábganj . 2-4-84 14·00 Nawábganj to Ajodhya . 1-12-84 6·10
	Loop line—		238·60
	Sonepore to Bunwárchak . . 9·34		*Loop line—*
			Sonepore to Bunwárchak . 15-1-85 9·34
	Carried over . 247·94	341·80	Carried over . { 341·80 / 247·94 }

* Although for convenience classed amongst state railways, the company's section of

D—*continued.*

progress on the 31st March 1895.

BY COMPANIES. ...e gauge.

Details of construction.	REMARKS.
The line is laid partly with iron rails 40lbs. to the yard, and partly with steel rails 41¼lbs. to the yard, on transverse sleepers of sál and deodar, and Denham-Olpherts and Denham's iron sleepers. The 40-lb. iron rails are being replaced with 50-lb. steel rails; 41·98 miles of the latter were laid to the end of December 1894. The line is ballasted, and the country through which it passes is easy. It is fenced throughout with wire and stone posts.	The Tirhoot line was started in February 1874 for the relief of famine, and was opened for grain traffic from the Ganges bank opposite Barh to Durbhunga in April of that year. It was closed during the rainy season and opened again in November, and was permanently opened for public traffic on the 1st November 1875. The construction of the line from Dalsinghsarai to Semaria ghát was sanctioned on the 3rd February 1882 in consequence of the silting up of the river Ganges and the formation of a bar opposite Barh. On the opening of this line the route *viá* Bajitpur and the Barh branch was closed. The survey for the permanent line was ordered on the 8th December 1874, and its construction on 6th January 1876. With the opening of the section from Pratápganj to Khanwa ghát the construction of the Kosi extension project was brought to completion. This line is connected with the Behar section of the Eastern Bengal (state) railway by means of a ferry across the Kosi river, between Khanwa ghát on the Kosi extension of this line and Ancharághát on the Kosi branch of the Eastern Bengal (state) railway.
The Bairagnia branch is laid with second hand iron rails 60lbs. to the yard, received from the North Western (state) railway, the sleepers used being of pynkado wood from Burma.	
The country traversed is generally flat; but, being subject in many places to inundation, heavy banking has been necessary. Between Kopa Sambota and Sonepore and Gorakhpur and Maghar the banking is especially heavy. As the line crosses the drainage of the country between the Gunduk and Gogra rivers the bridging is in places heavy, and the Rapti bridge has been a difficult and expensive undertaking: on the Uska bazar branch the works, both earthwork and bridging, are heavy.	The survey for this line was ordered on the 5th March 1881. The construction of the line was sanctioned on the 18th May 1882. From the 1st January 1883 it was handed over to a Limited Liability Company with a free gift of land, but no guarantee. The line is connected with the Tirhoot state railway by means of the Gunduk bridge, between Sonepore and Hajeepore, which was sanctioned on the 19th October 1883.

this line is the property of the Bengal and North-Western Railway Company.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
XXXVII	**Bengal and North-Western**—*concld.*	Miles.	Miles.			Miles.
	Brought forward	247·94	341·80	Brought forward		341·80 247·94
	COMPANY'S SECTION—*concld.*					
	Branches—			*Branches*—		
	Gorakhpur to Uska bazar (*Uska bazar branch*)	39·58		*Uska bazar branch*—		
	Mankapur to Naipálganj road (*Naipálganj road branch*)	88·98		Gorakhpur to Uska bazar	15-12-86	39·58
	Chupra to Revelganj (*Revelganj branch*)	7·34		*Naipálganj road branch*—		
	Gonda to Gogra ghát (*Bahramghat branch*)	30·94		Mankapur to Bahraich	2-4-84	55·00
	Jarwal road to Burhwal on the Oudh and Rohilkhand (state) railway with bridge over the Gogra river (*Burhwal branch*)	9·30		Bahraich to Naipálganj road	15-12-86	33·98 88·98
	Gonda *viâ* Bálrampur to Tulsipur (*Tulsipur branch*)	40·00		*Revelganj branch*—		
	Nánpára to Katarnian ghát (*Katarnian ghát branch*)	42·08		Chupra to Revelganj—		
	Bhatni to Turtipur with side extension to Barhaj (*Turtipur branch*)	29·70		For goods traffic For passenger traffic	15-4-91 15-5-91	7·34
		287·92				
			535·86	*Bahramghat branch*—		
				Gonda to Colonelganj—		
				For goods traffic For passenger traffic	29-10-91 1-2-92	17·75
				Colonelganj to Gogra ghát	1-2-92	13·19
						30·94
				Total company's section		414·78
	TOTAL		877·66	TOTAL OPEN MILEAGE		756·58

D—*continued.*

progress on the 31st March 1895.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The line is laid with 41¼-lb. steel rails on sleepers of sál and creosoted pine, and is well ballasted throughout. It is generally unfenced, except in front of villages and on each side of level-crossings and near stations. An estimate for 80 miles of fencing has been sent to the Board for approval. On this line (including the Tirhoot section), there are no grades of 1 in 100 or under, and there is only one curve under a radius of 1,000 feet, *viz.*, at Paleza ghât on the loop line, the length of which is 2,000 feet and the radius 900 feet.	On the 1st November 1884, the company took over the bridge of boats at Fyzabad from Government and removed it to the railway ferry at Ajodhya. During the rains this bridge is lifted and the ferry worked by steamer. The branch from Gorakhpur to Uskâ bazar was sanctioned, on the 3rd August 1885, in substitution of a branch 36 miles from Gorakhpur to Bánsi. During 1888 a preliminary survey was made for a branch line from Chupra to Revelganj, the construction of which was sanctioned in November 1889. The construction of the Gonda-Bahramghat branch was sanctioned in November 1889, and of the fair weather extension (6·08 miles) from Gogra ghât to Bahramghat —the point of junction with the Oudh and Rohilkhand (state) railway—in October 1893. The latter is a temporary line which is treated as a wagon ferry, and is, therefore, excluded from the mileage returns. The temporary bridge over the Gogra is 1,400 feet in length, of which 400 feet consist of floating bridges and the remainder of 20-feet girder spans supported on wooden piers. It is taken up during the rains and reconstructed annually after the rains. Communication across the Ganges between Dígha ghât station of the East Indian railway and Paleza ghât station of the Bengal and North-Western railway is maintained by means of a steam ferry. The wagon ferry of the Bengal and North-Western railway was transferred from Digha to Mokameh and the working commenced on the 7th February 1893. The latter place is now the chief junction for the interchange of traffic with the East Indian railway for the combined system of the Bengal and North-Western and Tirhoot railways. The extensions of the company's section in connection with the linking up of the metre gauge railways in Northern India were sanctioned in December 1894, and orders for the commencement of work issued in January and February 1895. The working of the Tirhoot railway was taken over by the Bengal and North-Western Railway Company from the 1st July 1890. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1890-91.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	*Main line*— Miles.
XXXVIII	**Rohilkund and Kumaon (Lucknow-Bareilly section)**—		
	Main line—		
	Lucknow (209 miles from Moghal Sarai on the Oudh and Rohilkhand (state) railway) to Bareilly (355 miles from Moghal Sarai, on the Oudh and Rohilkhand (state) railway) . 198·55		Lucknow to Sitapur . 15-11-86 55·00
	Bareilly grain siding . . . 1·75		Sitapur to Lakhímpur . 15-4-87 28·50
		200·30	Lakhímpur to Gola Gokaran Náth . . . . 15-12-87 21·50
			Gola Gokaran Náth to Pilibhit . . . . 1-4-91 57·55
			Filibhit to Bhojeepura . 15-11-84 24·00
			Bhojeepura to Bareilly . 12-10-84 12·00
	Dudhwa branch—		*Dudhwa branch*—
	Mailáni (118 miles from Lucknow) to Dudhwa . . . . 26·00		Mailáni to Sárda . . 1-1-93 15·00
	Dudhwa to Sonaripur . . . 4·87		Sárda to Sohela—
		30·87	For goods traffic . . 10-3-93 8·50
			Sohela to Sonaripur—
			For goods traffic . . 18-3-94 7·37
			Bareilly grain siding—
			For goods traffic . . 1-4-94 1·75
	TOTAL . .	231·17	TOTAL OPEN MILEAGE 231·17
XXXIX	**Rajputana-Malwa**—		
	STANDARD GAUGE.		Jumna east bank to Agra cantonment . . . 1-1-76 3*
	Junction of East Indian railway, Agra, (Jumna east bank) to the limit of Agra cantonment .	3*	RAJPUTANA SECTION.
			Main line—
	METRE GAUGE.		Delhi to Rewári—
	RAJPUTANA SECTION.		For salt traffic only . 14-2-73 }
	Main line—		For passenger traffic . 1-7-73 } 51·25
	Delhi to Bándikui (Junction with the Agra branch) . 135·25		Rewári to Ulwur . . 15-9-74 46·25
	Bándikui to Ajmere . . 139·75		Ulwur to Bándikui . . 7-12-74 37·75
			Bándikui to Dausa . . 20-4-74 17·75
	Ajmere, east of Abu, and through Pálanpur to Ahmedabad on the Bombay, Baroda and Central India railway 304·75		Dausa to Jeypore . . 12-10-74 38·00
	579·75		Jeypore to Phulera . . 1-3-75 34·25
			Phulera to Ajmere . . 1-8-75 49·75
			Ajmere to Beáwar . . 15-5-78 32·25
			Beáwar to Haripúr . 12-8-79 21·00
			Haripúr to Sojat road . 20-10-80 20·50
			Sojat road to Pálanpur . 1-1-81 148·00
			Pálanpur to Ahmedabad . 15-11-79 83·00
			579·75
	Carried over . 579·75		Carried over . 579·75

* These 3 miles are laid on both the standard and metre gauges, except on the Jumna bridge where a mixed gauge is laid.

)—*continued.*

)rogress on the 31st March 1895.

IY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The country traversed is flat, and there have been no engineering difficulties. The line is laid for a single track principally with 41¼-lb. steel rails on sál, teak, and deodar sleepers. The Bareilly-Pilibhit section is ballasted throughout. It is fenced only for the first 4·50 miles from Bareilly. The only bridges of any magnitude are those over the Gumti at Lucknow and the Deoha at Pilibhit. Only a few miles of fencing has been provided in this section, chiefly at stations and level-crossings. A floating iron pontoon bridge, 450 feet long, has been provided for crossing the Sardah river on the Dudhwa branch. This bridge, with a temporary wooden pile bridge which will vary in length year by year, will enable trains to cross that river during the dry season. The steepest gradients on this line are situated on the Dudhwa branch and are as noted below: $\frac{1}{81}$ to $\frac{1}{80}$ . . . . 1·57 miles. $\frac{1}{81}$ to $\frac{1}{100}$ . . . . 1·17 „ A curve under a radius of 1,000 feet occurs between Lucknow junction and Lucknow City, the length of which is *0·63 mile.*	The sanction of the Secretary of State to the commencement of work on the Lucknow-Gola Gokaran Náth section was received on the 8th October 1884, and orders for construction issued on the 13th November 1884. The line from Gola Gokaran Náth to Pilibhit was sanctioned by the Government of the North-Western Provinces and Oudh on the 27th December 1889. Orders for the construction of the first 4·62 miles from Bareilly were issued on the 17th March 1882, and for the remaining portion of the Bareilly-Pilibhit section on the 24th February 1883. The point of junction with the Rohilkund and Kumaon Railway Company's system has been established at Bhojeepura, 12 miles from Bareilly. The length from Mailáni to Pilibhit (41·75 miles), which was closed to traffic on the 5th July 1891, was permanently reopened on the 25th October 1891. A grain siding, 1·75 miles long, to Bareilly city was sanctioned for construction on the 24th March 1892. It was opened for goods traffic on and from the 1st April 1894. The Dudhwa branch (Mailáni to Dudhwa), which is a fair weather line, was sanctioned for construction on the 3rd December 1890, and the extension to Sonaripur on the 2nd November 1893. The pontoon bridge was opened for public traffic for the current season on the 14th December 1894. The Lucknow-Gola Gokaran Náth section and the Pilibhit-Bareilly section, which were previously worked by the Oudh and Rohilkhand (state) railway and by the Rohilkund and Kumaon Railway Company, respectively, were made over, together with the Gola Gokaran Náth-Pilibhit section, to the latter company on the 1st January 1891. These sections now form one line called the Lucknow-Bareilly section of the Rohilkund and Kumaon railway. The terms of working will be found in appendix M to Part II of the Railway Administration Report for 1890-91.
The line is constructed for a single track. Sufficient land has been taken up to admit of another track being laid, if necessary, hereafter. The rails originally used were 36 lbs. and 40 lbs. per yard, laid on transverse deodar and creosoted pine sleepers. The 36-lb. iron rails have nearly all been replaced by 41¼-lb. steel rails. For future renewals it has been decided to still further increase the weight of rails to a 50-lb. section, which has already been used in relaying 412 miles between Delhi and Ahmedabad.	The dates of orders for survey and construction are as follow: *Dates for survey.* Delhi and Agra to Nusseerabad . . . 17-5-69 Ajmere to Ahmedabad . . . . 1-11-72 Khandwa to Indore . . . . . 8-4-76 Indore to Neemuch . . . . . 6-3-71 Neemuch to Nusseerabad . . . . 3-11-71 Rewári to Hissar . . . . . 10-3-81 Hissar to Ferozepore 13-9-81

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
XXXIX	**Rajputana-Malwa**—*continued.*	Miles.	Miles.		Miles.
	Brought forward .	579·75		Brought forward .	579·75
	RAJPUTANA SECTION—*concld.*			RAJPUTANA SECTION—*concld.*	
	Branches—			*Farukhnagar salt branch*—	
	Garhi Harsaru junction (25·25 miles from Delhi) to Farukhnagar (*Farukhnagar salt branch*) . . .	7·75		For salt traffic only . 14-2-73 For passenger traffic . 1-7-73	7·75
	Bándikui to Agra fort (*Agra branch*) . . .	93·50*		*Agra branch*—	
	Agra fort to Jumna east bank	1·50		Bándikui to Bhurtpore . 20-4-74	60·50
	Phulera junction (183·50 miles from Agra) to Sámbhar (*Sámbhar lake salt branch*)	4·50		Bhurtpore to Agra fort— For goods traffic . 11-8-73 For passenger traffic . 20-10-73	33·00
	Extension of Sámbhar branch to Japog . . .	4·50		Agra fort to Jumna east bank 1-1-76	1·50
	Extension of Sámbhar branch across the lake to Gudha, and thence *viâ* Kuchámán road to Jhowra . .	17·00		Sámbhar lake salt branch 1-3-75	4·50
	Kankaroola siding . .	1·25		Japog extension . . Oct. 76	4·50
	Additional salt sidings in the Sámbhar lake . .	5·25		Extension of Sámbhar branch to Jhowra . . 20-12-79	17·00
		135·25		Kankaroola siding . . 15-2-81	1·25
				Additional salt sidings in the Sámbhar lake . . 1-9-91	5·25
					135·25
			715·00	*Total Rajputana section* .	715·00
				DOUBLE-RAJPUTANA SECTION.	
				Agra branch—	
				Agra fort to Agra cantonment—	
				For goods traffic . 11-8-73 For passenger traffic . 20-10-73	1·25
	MALWA SECTION.			MALWA SECTION.	
	Main line—			*Main line*—	
	Khandwa (352·75 miles from Bombay on the Great Indian Peninsula railway, north-east line) to Indore .	87·00		Khandwa to Sanáwad . 1-2-74	34·25
	Indore *viâ* Fatehabad junction, Rutlam, Jaora and Mandsaur, to Neemuch .	155·75		Sanáwad to Mortakka . 1-4-74	3·50
		242·75		Mortakka to Choral . 20-1-75	20·50
				Choral to Mhow . . 1-1-78	15·75
				Mhow to Indore . . 3-8-76	13·00
				Nerbudda bridge . . 5-10-76	...
	Neemuch to Ajmere . . .	150·25		Indore to Fatehabad . 3-8-76	24·50
				Fatehabad junction to Rutlam . . . 14-7-78	48·75
				Rutlam to Jaora . . 25-2-80	20·50
				Jaora to Mandsaur . . 8-4-80	31·75
				Mandsaur to Neemuch . 2-7-80	30·25
				Neemuch to Nímbahera . 10-3-81	16·75
				Nímbahera to Chítorgarh . 19-3-81	18·00
				Chítorgarh to Nusseerabad 1-12-81	101·00
				Nusseerabad to Ajmere . 14-2-76	14·50
					393·00
	Ujjain branch—			*Ujjain branch*—	
	Fatehabad junction (24·50 miles from Indore) to Ujjain .	12·00		Fatehabad to Ujjain . . 3-8-76	12·00
	Extension of Ujjain branch across the Sipra river to Ujjain city . . .	2·25		Ujjain branch extension across the Sipra river to Ujjain city 1-3-84	2·25
		14·25			14·25
			407·25	*Total Malwa section*	407·25
	Carried over .		1,122·25	Carried over .	1,122·25

* Of this length 1·14 miles are double.

D—*continued.*

progress on the 31st March 1895.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The creosoted half-round pine sleepers with which the road was first laid are being renewed with deodar sleepers. The chief works on the Rajputana line are the Bánganga, Shallas, Dhúnd, Amanishah and Jumna bridges, and the descent of the Aravally range west of Ajmere. The total length of line fenced on the Rajputana section is 575 miles, or about three-fourths of the whole section. The length and situation of the portions of the line on a gradient of 1 in 100, which is the steepest on this section, and particulars of curves under a radius of 1,000 feet are given below:	*Dates for construction.* Delhi Rewári section and Salt branch . . 1-3-70 Rewári to Bándikui . . . . . 14-8-72 Agra to Phulera . . . . . 20-10-71 Phulera to Sámbhar . . . . . 8-4-73 Phulera to Ajmere . . . . . 9-4-73 Ajmere to Nusseerabad . . . . . 14-4-74 Sámbhar to Japog . . . . . 14-7-75 Ajmere to Nusseerabad . . . . . 4-9-76 Sámbhar extension to Jhowra and extension of Japog siding . . . . . 15-5-78 Khandwa to Indore . . . . . 8-1-72 Indore to Rutlam, with branch to Ujjain . 29-10-73 Rutlam to Neemuch . . . . . 5-10-77 Neemuch to Nusseerabad . . . . . 30-4-79 Rewári to Hissar . . . . . 13-9-81 Hissar to Ferozepore . . . . . 8-10-82 Extension of Ujjain branch to Ujjain city . . 6-12-82 The Deodani siding, 2 miles, was dismantled in 1891, and the Japog siding was reduced to 4·33 miles in the same year; 5·25 miles of new sidings were also laid and opened for traffic on the 1st September 1891.

SECTION OF LINE.	LENGTH OF GRADIENT.	CURVES UNDER A RADIUS OF 1,000 FEET.	
	1/100	Length.	Radii.
Main line—	Miles.	Miles.	
East of Ajmere station-yard . . .	0·14	...	...
Between 320·25 and 320·50 miles from Delhi	...	0·29	Varying from 882 to 955 feet.
418·75 „ „ .	...	0·09	716 feet.
458·25 „ „ .	...	0·19	955 „
Agra branch—			
West end of Jumna bridge . . .	0·18	...	...
Farukhnagar branch—			
Between miles 2·75 and 7·50 from Garhi Harsaru .	2·60	...	...
Miles 7·35 „ „ .	...	0·21	700 feet.

The principal works on the Holkar railway are the ascent of the Vindhya range and the bridge over the Nerbudda river. The latter consists of 14 spans of 60 metres. The works generally are heavy.

With the exception of the bridging, the works on the Sindia-Neemuch section are light.

The Sipra bridge consists of 6 spans of 150-feet girders, state railway type, laid on masonry piers.

The Malwa section is generally unfenced, except on the ghâts between Mhow and Kalakund and at stations.

The following statement shows the length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet on this section:

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET	
	1/40	1/80	1/100	Length.	Radii.
Main line—	Miles.	Miles	Miles	Miles.	
Between 322 and 323 miles from Ajmere	...	...	0·59	...	...
„ 323 and 326·66 „ „	3·43	...	...	...	...
„ 326·66 and 326·86 „ „	...	0·20	...	...	...
„ 326·86 and 386 „ „	...	...	15·20	...	...
„ 323 and 342 „ „	...	...	...	3·68	Varying from 600 to 900 feet
Ujjain branch—					
Between 0 and 0·31 mile from Fatehabad . . .	...	...	...	0·31	955 feet.

The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4½ per cent. per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.

The Maharaja Sindia lent the British Government seventy-five lakhs at 4 per cent. per annum for the construction of the Indore-Neemuch section and the branch to Ujjain.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
XXXIX	**Rajputana-Malwa**— *concld.*					
	Brought forward		1,122·25	Brought forward		1,122·25
	CAWNPORE-ACHNERA SECTION.			CAWNPORE-ACHNERA SECTION.		
	Main line—			*Main line*—		
	Cawnpore (683·50 miles from Howrah, *viâ* the chord line, on the East Indian railway) to Farukhabad	86·25		Cawnpore to Kánauj	15-12-80	49·75
	Farukhabad to Háthras road junction	101·50		Kanauj to Farukhabad	1-2-81	36·50
	Háthras road station (856·75 miles from Howrah on the East Indian railway) to the left bank of the Jumna opposite Muttra	29·00		Farukhabad to Kásganj	14-4-84	67·50
	Jumna bridge and approaches	1·00		Kásganj to Háthras	1-7-84	34·00
	Right bank of the Jumna at Muttra to Achnera, a station on the Rajputana section, 16 miles from Agra	21·75		Háthras to Muttra	19-10-75	29·00
				Jumna bridge	1-7-84	1·00
				Muttra to Achnera	7-11-81	21·75
			239·50			239·50
	Branches—			*Branches*—		
	Mandhana to Brahmávart (*Brahmávart branch*)	5·00		Brahmávart branch	10-11-85	5·00
	Kásganj (153·75 miles from Cawnpore city) to Soron (*Soron branch*)	9·00		Soron branch	4-1-85	9·00
	Muttra to Brindaban (*Brindaban branch*)	7·50		Brindaban branch	26-8-89	7·50
			21·50			21·50
			261·00	*Total Cawnpore-Achnera section*		261·00
	REWÁRI-FEROZEPORE RAILWAY.			REWÁRI-FEROZEPORE RAILWAY.		
	Main line—			*Main line*—		
	Rewári (51·25 miles from Delhi, *viâ* Hissar, Sirsa, Bhátinda, and Farídkot) to Ferozepore	240·77		Rewári to Hissar—		
				For goods traffic	20-3-83	89·00
				For passenger traffic	1-5-83	
				Hissar to Sirsa—		
				For goods traffic	1-1-84	50·50
				For passenger traffic	1-3-84	
				Sirsa to Ferozepore	1-10-84	101·27
						240·77
	Fázilka branch—			*Fázilka branch*—		
	Kot Kapúra (212·50 miles from Rewári) to Fázilka	50·00		Kot Kapúra to Fázilka	1-1-85	50·00
			290·77	*Total Rewári-Ferozepore railway*		290·77
	TOTAL		1,674·02	TOTAL OPEN MILEAGE		1,674·02
XL	**Pálanpur-Deesa**—			Pálanpur to Deesa—		
	Pálanpur (496·75 miles from Delhi on the Rajputana-Malwa railway) to the cantonment of Deesa		17·28	For goods traffic	8-11-93	17·28
				For passenger traffic	25-11-93	
	Carried over		17·28	Carried over		17·28

D—*continued.*

progress on the 31st March 1895

BY COMPANIES.

Metre gauge

Details of construction.	REMARKS.
The Cawnpore-Farukhabad section is constructed for a single track, and is laid with steel rails 40lbs to the yard. The line from Farukhabad to Háthras Road has been laid with 41½-lb. Bessemer steel rails. The Háthras-Muttra line is laid for a single track and for 22 miles borders on the metalled road. Rails, 30lbs. to the yard, were originally laid on transverse sleepers of deodar. There are no works of any magnitude on this section. It has been relaid with 41½-lb. steel rails. The bridge over the Jumna consists of 7 spans of 150 feet on stone piers. The Muttra-Achnera section has been laid with steel rails 41½lbs. to the yard. The Cawnpore-Achnera section is partially fenced, and the fencing is chiefly confined to one side of the line between Cawnpore and Farukhabad and between Háthras city and Muttra cantonment. There are a few miles of double fencing at stations. On this section there are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The orders for survey of the Cawnpore-Farukhabad section issued on the 27th November 1877, and for construction on the 13th October 1878. The construction of the extension from Farukhabad to Háthras Road was sanctioned on the 13th July 1882. The section from Cawnpore to Kanauj was opened in December 1880 for local traffic only, and the entire line for public traffic in February 1881, a temporary bridge over the Kali Nadi being provided. This temporary bridge was replaced by a permanent one in 1881. The construction of the Brahmávart branch was sanctioned on the 18th March 1884 and of the Soron branch on the 16th March 1883. The survey of the line from Háthras to Muttra was ordered on the 2nd March 1874, and that from Muttra to Achnera on the 5th March 1878. The construction of the former section was ordered in April 1874, of the latter in February 1880, and of the bridge over the Jumna in July 1882. The principal portion of the earthwork of the Muttra-Achnera section was carried out as a famine relief work in 1878. The construction of the Muttra-Brindaban branch as an integral part of the Cawnpore-Achnera section was sanctioned on the 4th May 1888. Owing to delay in making over the land, construction work was not commenced till October 1888. The Cawnpore-Achnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now considered as a part of the Rajputana-Malwa railway.
No engineering difficulties were encountered on the Rewári-Ferozepore line. The country through which the length from Sirsa to Ferozepore runs is exceedingly easy; the line is at present unfenced, except about 66 miles of main line and at stations. The Fázilka branch is laid with steel rails and Denham-Olpherts and Molesworth's iron sleepers; the line is unballasted and unfenced, except at stations. On this line there are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet.	The Rajputana-Malwa railway, of which for the present the Rewári-Ferozepore railway with its branch is to be considered as an integral part, was leased to the Bombay, Baroda and Central India Railway Company from the 1st January 1885 to the 30th June 1900. The terms of working will be found in appendix J to Part II of the Railway Administration Report for 1884-85.
This line is constructed for a single track with substructure suitable for standard gauge. The rails are steel, 41½ lbs. to the yard, laid on metal sleepers, except for about 0·75 of a mile where iron rails are used. The line traverses an easy country, and there have been no engineering difficulties. The entire length is fenced with cactus. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The line was sanctioned for construction on the 22nd March 1892. The Pálanpur Darbar provided the land free and contributed the sum of Rs. 1,85,000. The Government of India provided the money required to construct the line, and stores from stock so far as available. The latter has also to provide such capital for improvements and additions to the open line as may, from time to time, be necessary. The branch line is maintained and worked by the Bombay, Baroda and Central India Railway Company, as a part of the Rajputana-Malwa railway system for the same percentage of gross earnings in any half-year as may obtain on the entire Rajputana-Malwa railway system in the same period: such payments to include the use of rolling-stock.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.		Miles.
		Miles.			Miles.
XL	**Pálanpur-Deesa**—*concld.*				
	Brought forward .	17·28	Brought forward .		17·28
	TOTAL .	17·28	TOTAL OPEN MILEAGE .		17·28
XLI	**Southern Mahratta**—				
	Main line—		*Main line*—		
	Portuguese frontier near Dhárwár *viâ* Guntakal and Nandyál to Tadêpalli . . .	509·97	Frontier to Castle Rock	3-2-88	3·63
			Castle Rock to Deuli .	15-6-87	2·75
			Deuli to Dhárwár .	24-1-87	56·00
			Dhárwár to Hospet .	1-7-85	101·25
			Hospet to Bellary .	24-3-84	40·51
			Bellary to Guntakal .	17-5-87	29·99
			Guntakal to Nandyál .	11-7-87	90·75
			Nandyál to Cumbum .	15-6-90	63·18
			Cumbum to Tadêpalli	3-10-89	122·41
					509·97
	Branches—		*Harihar branch*—		
	Hubli to Harihar (*Harihar branch*)	81·00	Hubli to Haribar (temporary station) . .	18-10-86	81·00
			Temporary station to permanent station .	21-2-89	
			Bijápur branch—		
	Gadag to Hotgi (*Bijápur branch*)	173·08	Gadag to Hotgi—		
			For goods traffic .	1-8-84	173·08
			For passenger traffic .	15-9-84	
			Poona branch—		
	Londa to Poona (*Poona branch*)	277·99	Londa to Belgaum .	21-3-87	33·00
			Belgaum to Miraj .	22-12-87	85·01
			Miraj to Koregaon .	2-5-87	76·00
			Koregaon to Ghorpuri	18-11-86	83·07
			Ghorpuri to Poona .	4-10-90	0·91
					277·99
		532·07			
	Carried over .	1,042·04	Carried over		1,042·04

D—*continued.*

progress on the 31st March 1895.

BY COMPANIES.

Metre gauge.

Details of construction.	REMARKS.
	The period during which the branch will be worked by the Bombay, Baroda and Central India Railway Company will be co-terminus with their contract for working the Rajputana-Malwa railway, unless it be decided to extend the branch in which case the company may be called upon to cease working it on six months' notice being given to them.
The permanent-way is of the ordinary state railway metre gauge type, except for the portion from the Portuguese frontier to Castle rock which is laid with 62-lb. rails. The line is only partially fenced. The following are the large girder bridges : *Main line—* *Hagari . . . . . 34 of 64 Tungbhadra . . . . . 38 „ 60 Burra Nalla . . . . . 10 „ 60 Banni Nalla . . . . . 9 „ 60 Kondia . . . . . 9 „ 60 Dorapillay . . . . . 1 „ 40; 1 „ 100; 1 „ 20 Doratangi . . . . . 3 „ 100 Dorabhani . . . . . 2 „ 150; 1 „ 250; 1 „ 66⅔ Budicherla . . . . . 6 „ 66⅔ Gundlacama . . . . . 11 „ 60 Mile 205 . . . . . 8 „ 40 Colair . . . . . 8 „ 40 *Harihar branch—* Wardha . . . . . 9 „ 60 Tungbhadra . . . . . 16 „ 60 *Bijápur branch—* Bhíma . . . . . 14 „ 150 Gunki . . . . . 8 „ 40 Don . . . . . 7 „ 100 Kistna . . . . . 21 „ 150 Malprabha . . . . . 12 „ 100 *Poona branch—* Níra . . . . . 12 „ 50 Yerla . . . . . 10 „ 60 Kistna . . . . . 14 „ 150 Jagnoor . . . . . 11 „ 30 Ghatprabha . . . . . 45 „ 40 Márkándyae . . . . . 5 „ 60 Malprabha . . . . . 1 „ 100; 3 „ 40; 5 „ 20 *Main line—* The following are the tunnels on this line : Bear's rock . . . . 471 feet. Castle rock . . . . 1,242 „ Nulla-Mulla hills . . . 1,569 „ The Ghát incline for 3·50 miles from the Portuguese frontier has been constructed for a double line up to formation level. The maximum gradient on the Ghát incline is 1 in 40 and on the rest of the line 1 in 100. On the Bellary-Kistna section, which is now included in the Southern Mahratta railway, main line, the ruling gradient is 1 in 100. A tunnel, 523 yards in length, occurs at the Nulla-Mulla hills, the pass through which is 20 miles long and comprises several heavy works. The rest of the line presents no difficulty.	The line from Hotgi *viá* Bijápur and Bágalkot to Gadag was commenced as a famine relief work in April 1879. Work on this, and on the Bellary-Hubli section, was again started by Government in November 1881 ; but from the 1st October 1882 the system was made over to the Southern Mahratta Railway Company. The Bellary branch of the Madras railway from Bellary to Guntakal was made over to the Southern Mahratta Railway Company on the 1st February 1887, and was converted from standard to metre gauge on the 16th May 1887. The Bellary-Kistna railway was sanctioned for construction on the 26th September 1883. It was made over to the Southern Mahratta Railway Company on the 1st January 1888.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
XLI	Southern Mahratta—*concld.*			
	Brought forward .	1,042·04	Brought forward .	1,042·04
	TOTAL .	1,042·04	TOTAL OPEN MILEAGE .	1,042·04
XLII	GUNTAKAL-MYSORE FRONTIER—			
	Guntakal (234·25 miles from Portuguese frontier on the Southern Mahratta railway) to Mysore frontier . .	119·50	Guntakal to Dharmavaram— For goods traffic . . 1-3-92 } For passenger traffic . 1-6-92 } 62·95 Dharmavaram to Hindúpur . 23-4-93 49·28 Hindúpur to Mysore frontier 17-9-93 7·27	
	TOTAL .	119·50	TOTAL OPEN MILEAGE .	119·50
XLIII	SOUTHERN MAHRATTA (MYSORE SECTION)—			
	Mysore *vid* Bangalore to Gubbi .	139·75	Mysore to Mandya . . 25-2-82	27·75
	Gubbi to Harihar . . .	156·25	Mandya to Channapatna . 20-3-81	23·25
			Channapatna to Bangalore . 1-2-81	34·75
			Bangalore to Tumkur . . 11-8-84	43·00
			Tumkur to Gubbi . . 26-12-84	11·00
			Gubbi to Birur . . . 12-8-89	76·57
			Birur to Harihar . . 21-2-89	79·68
	TOTAL .	296·00	TOTAL OPEN MILEAGE .	296·00

N.B.—No alteration in lengths after 31st December 1894.

D—*continued.*

progress on the 31st March 1895.

BY COMPANIES. **Metre gauge.**

Details of construction					Remarks.
The length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet are as under:—					
Section of line.	Length of Gradients.		Curves under a radius of 1,000 feet.		
	$\frac{1}{80}$ and less.	$\frac{1}{81}$ to $\frac{1}{100}$	Length.	Radii.	
	Miles.	Miles.	Miles.		
Main line—					
Between miles 0 & 3	2·94	...	...	...	
,, ,, 3 & 513·25	...	109·77	...	...	
,, ,, 0 & 5	...	...	2·04	800 feet.	
,, ,, 235 & 483·25	...	...	11·67	Varying from 603 to 955 feet.	
Poona branch—					
Between miles 0 & 278	...	109·80	...	...	
,, ,, 21·50 & 277	...	...	10·21	Varying from 450 to 950 feet.	
Harihar branch—					
Between miles 0 & 81	...	27·60	...	...	
Bijapur branch—					
Between miles 0 & 174·25	...	53·04	...	...	

On the Guntakal-Dharmavaram section, the permanent-way consists of 41½-lb. flat-footed steel rails, laid on steel transverse sleepers of the pea-pod pattern. The line is unfenced, except at stations. The ruling gradient is 1 in 100. The country traversed is moderately easy; but the waterways are considerable and include the following principal bridges:

	Spans.		Feet.
Pennér	11	of	150
Thada Kalairu	8	,,	64
Penna Mairu	14	,,	64

On the line from Dharmavaram to Hindúpur earthwork is heavy on the Penukonda section, but the bridges are unimportant. The permanent-way is of the same description as on the Guntakal-Dharmavaram section. The ruling gradient is 1 in 100, and the sharpest curve of a radius of 1,042 feet.

The length between Dharmavaram and Guntakal was sanctioned in June 1889, and work was commenced almost immediately. The construction of the line was carried out principally by Government Engineers under the direction of the Chief Engineer of the South Indian Railway Company. The working was made over to the Southern Mahratta Railway Company on 1st January 1893.

The extension to Hindúpur was sanctioned on the 26th January 1891: this, together with the length from Guntakal to Dharmavaram, comprises the project originally known as the Hindúpur extension. In August 1891, 7·27 miles to the Mysore frontier were sanctioned. The working of the section from Dharmavaram to Hindúpur was taken over by the Southern Mahratta Railway Company on the 23rd April 1893, the date on which it was opened for public traffic.

The section between Hindúpur and the Mysore frontier was taken over on the 23rd April 1893 and completed by the Southern Mahratta railway and opened for public traffic on the 17th September 1893.

The line is worked by the Southern Mahratta railway on the same percentage of its gross earnings as obtains between the gross earnings and working expenses of the company's whole system for the time being.

No works of special engineering difficulty occur on the Mysore section.

The line has been laid for a single track with rails 41½lbs. to the yard, spiked to wooden sleepers partly of creosoted pine and partly of teak, the width of formation being 14 feet on the Gubbi-Mysore section and 16 feet on the Harihar-Gubbi section.

The sleepers on the Bangalore-Tumkur section are of creosoted pine, which is being gradually replaced by Mysore teak.

The maximum gradient is 1 in 100, except between Bangalore and Mysore where it is 1 in 70.

The dates of orders for survey and construction of the Mysore railway are as follow:

Date for survey.	*Dates for construction.*
1st April 1870.	Mysore line, 20th September 1877.
	Tumkur line, 6th October 1882.
	Tumkur to Gubbi, 18th January 1884.

Earthwork between Bangalore and Channapatna was commenced for relief purposes during the famine of 1877-78.

The transfer of the Mysore railway to the Southern Mahratta Railway Company was effected on the 1st July 1886. The terms of working will be found in appendix L to Part II of the Railway Administration Report for 1887-88.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
XLIV	South Indian—	Miles.	Miles.			Miles.
	MADRAS-TUTICORIN SECTION—			MADRAS-TUTICORIN SECTION—		
	Main line—			*Main line*—		
	Madras (Park) to Tuticorin .	443'99		Madras (Park) to Tindivanam . . .	1-9-76	75'94
				Tindivanam to Cuddalore .	1-1-77	52'00
				Cuddalore to Porto Novo .	1-7-77	17'14
				Porto Novo to Chidambaram	1-10-78	6'72
				Chidambaram to Coleroon .	1-7-79	4'60
				Coleroon to Shiyali . .	1-1-78	6'01
				Shiyali to Máyavaram .	1-1-77	12'20
				Máyavaram to Tanjore .	15-2-77	43'75
				Tanjore to Trichinopoly junction . . .	11-3-62	31'04
				Trichinopoly junction to Madura . . .	1-9-75	95'94
				Madura to Tuticorin .	1-1-76	98'65
						443'99
	Branches—			*Branches*—		
	Madras (Park) to Beach .	1'74		Madras (Park) to Beach .	1-1-79	1'74
				Arkonam branch—		
	Chingleput (35'25 miles from Madras) to Arkonam (42'50 miles from Madras on the Madras railway) (*Arkonam branch*)	39'10		Chingleput to Wálajábád .	1-8-80	13'64
				Wálajábád to Conjeeveram	1-1-81	7'92
				Conjeeveram to Arkonam .	8-5-65	17'54
						39'10
				Pondicherry branch—		
	Villupuram (99 miles from Madras) to the Gingee river to connect with the Pondicherry railway (*Pondicherry branch*) .	16'26		Villupuram to Gingee river, inclusive of bridge of 7 spans of 150 feet over the Gingee river . . .	16-12-79	16'26
				Negapatam branch—		
	Tanjore (218'36 miles from Madras) to Negapatam (*Negapatam branch*)	48'23		Tanjore to Tiruvallúr .	2-12-61	33'68
				Tiruvallúr to Negapatam .	15-7-61	14'55
						48'23
				Erode branch—		
	Trichinopoly (249'46 miles from Madras) to Erode junction (243 miles from Madras on the Madras railway, south-west line) (*Erode branch*) . . .	87'18		Trichinopoly junction to fort	11-3-62	2'54
				Trichinopoly fort to Karúr	3-12-66	44'58
				Karúr to Kodumudi . .	1-7-67	16'70
				Kodumudi to Erode . .	1-1-68	23'36
						87'18
				Tinnevelly branch—		
	Maniyáchi (425'50 miles from Madras) to Tinnevelly (*Tinnevelly branch*) . . .	18'10		Maniyáchi to Tinnevelly .	1-1-76	18'10
		210'61	654'60	*Total Madras-Tuticorin section* . . .		654'60
	Carried over . .		654'60	Carried over		654'60

D—*continued.*

progress on the 31st March 1895.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
Earthwork and bridges are for a single way only, except from Negapatam to Trichinopoly where the foundations and superstructure of bridges have been built for a double way. On the old line between Negapatam and Erode the rails, weighing 68lbs. to the yard, are laid partly on iron pots and partly on wooden sleepers. About 10·75 miles of the Negapatam branch have been renewed with 50-lb. bull-headed rails on cast-iron pot sleepers; and on the Arkonam-Conjeeveram line, 17·99 miles in length, the rails, weighing 35½lbs. to the yard, have also been renewed with 50-lb. bull-headed rails. The remainder of the system, which was laid with 40·3-lb. iron and 41-lb. steel rails on creosoted pine sleepers, is being gradually renewed with 50-lb. bull-headed rails on cast-iron pot sleepers, 404·59 miles having been laid on the main line up to the 31st March 1895. There are 4·49 miles of 40-lb. rails laid on pot sleepers. The Madras-Tuticorin section is wholly fenced.	The line from Negapatam to Erode was commenced in May 1859 by the late Great Southern India Railway Company, and was completed on the standard gauge. It was converted to metre gauge in sections as follows: Negapatam to Trichinopoly, June and July 1875; Trichinopoly to Karúr, July 1879; Karúr to Erode, December 1879. The line from Arkonam to Little Conjeeveram was commenced on the 11th March 1864 by the Indian Tramway Company under the subsidy system, and was completed on the 3′ 6″ gauge. A 3 per cent. guarantee accorded on the 1st January 1868 was subsequently included in the contract entered into with the late Carnatic Railway Company for the extension to Cuddalore. The line was converted to the metre gauge in July 1878. On the 1st July 1874, the above two undertakings were amalgamated under the title of the South Indian Railway Company, and the whole system is now on the metre gauge. The estimates for the extensions from Trichinopoly to Tinnevelly and Tuticorin were sanctioned on the 2nd March 1872, and those for the sections from Madras to Cuddalore and Cuddalore to Tanjore on the 25th February 1873 and the 12th June 1874, respectively. Since the opening of the line throughout between Madras and Tuticorin, this has become the main line with branches to Arkonam, Pondicherry, Negapatam, Erode and Tinnevelly. The estimate for the connecting link between Chingleput and Conjeeveram—the earthwork of which was completed by famine labour—was sanctioned in November 1879. The estimate for the Villupuram-Gingee river section was sanctioned in May 1879. Six of the seven girders on the Gingee bridge of 150-feet span were washed into the bed of the river by the floods of December 1884. The brickwork was uninjured and the bridge was reopened for traffic in September 1886.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XLIV	**South Indian—*concld.***				
	Brought forward		654·60	Brought forward	654·60
	VILLUPURAM-DHARMAVARAM SECTION—			VILLUPURAM-DHARMAVARAM SECTION—	
	Main line—			*Main line*—	
	Villupuram (99 miles from Madras on the South Indian railway) to Dharmavaram (378·23 miles from Madras on the South Indian railway)	279·23		Villupuram to Tiruvannámalai 17-11-90	41·80
				Tiruvannámalai to Pákala . 18-3-91	96·55
				Pákala to Váyalpád . . 1-1-92	46·69
				Váyalpád to Dharmavaram—	
				For goods traffic . . 1-3-92 }	94·19
				For passenger traffic . 20-3-92 }	
					279·2
	Branch—			*Nellore branch*—	
	Pákala to Nellore (*Nellore branch*)	107·68	386·91	Pákala to Tirupati . . 18-3-91	25·06
				Tirupati to Nellore . . 15-9-87	82·62
					107·68
				Total Villupuram-Dharmavaram section	386·91
	TOTAL		1,041·51	TOTAL OPEN MILEAGE	1,041·51
XLV	**Máyavaram-Mutupet—**				
	Máyavaram (174·61 miles from Madras on the South Indian railway) to Mutupet		53·99	Máyavaram to Mutupet . 2-4-94	53·99

D—*continued.*

progress on the 31st March 1895.

BY COMPANIES. **Metre gauge.**

Details of construction.	REMARKS.
On the Villupuram-Dharmavaram section the ruling gradient is 1 in 100. The country traversed is moderately easy; but the water-ways are considerable and include bridges over the Cheyár Palar and Chitrávati rivers. The rails are of steel, flat-footed, 41¼lbs. to the yard (except for 26·75 miles south of the Chitrávati, which has been laid with 40-lb. second class iron rails), laid on steel transverse sleepers of the pea-pod pattern. Second class rails are being laid in sidings. The Madras railway is crossed by an overbridge 1·50 miles to the west of Katpadi station, where extensive junction arrangements were completed during 1891-92. On the Nellore branch the ruling gradient is 1 in 100. Although the country is comparatively flat, the crossing of the drainage, as it approaches the sea, has necessitated high banks and a large allowance of water-way. The Madras railway is crossed by an overbridge near Rénigunta, where a large station has been built. The rails are of steel, flat-flooted, 41¼lbs. to the yard, laid partly on Denham-Olpherts sleepers, and partly on wrought-steel trough or pea-pod sleepers. The largest bridge is one of 7 spans of 100 feet over the Rallayeroo river near Rénigunta. The situation and lengths of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, are as under:—	This line is required for famine protection purposes of certain districts which suffered severely in 1876-78. The construction of the Nellore branch from Tirupati to Nellore was sanctioned on the 15th November 1883; but for want of funds the work was suspended in May 1885 and was not resumed until November 1885. The portion of the line from Villupuram to Dharmavaram and Tirupati was sanctioned in November 1888, and work was commenced in January 1889. On the 1st January 1891 the South Indian railway was purchased by the Secretary of State and handed over, together with the Villupuram-Guntakal state railway, to a new company called the "South Indian Railway Company, Limited"—the whole now forming the South Indian railway system. The Dharmavaram-Guntakal section of the latter railway was made over for working to the Southern Mahratta Railway Company on the 1st January 1893 and now forms a part of the Guntakal-Mysore frontier railway. The South Indian Railway Company works, under agreement, the portion (7·80 miles) of the Pondicherry branch lying within French territory and known as the Pondicherry railway. The terms of working to be found in appendix Q to Part II of the Railway Administration Report for 1890-91 have been renewed—*vide* appendix Z to this report.

SECTION OF LINE.	Lengths of gradients ($\frac{1}{81}$ to $\frac{1}{100}$).	Length of curves under a radius of 1,000 feet.
	Miles.	Miles.
MAIN LINE—		
Between 282·68 and 289·66 miles from Madras	2·27	...
„ 314·97 „ 321·57 „ „	3·58	...
ARKONAM BRANCH—		
Between 56·90 and 57·10 miles from Madras	...	0·20
„ 73·59 „ 74·13 „ „	...	0·54
ERODE BRANCH—		
Between 300·31 and 306·88 „ „	1·73	...
„ 323·62 „ 331·27 „ „	1·84	...
VILLUPURAM-DHARMAVARAM SECTION—		
Between 121·36 and 125·99 miles from Madras	1·15	...
„ 134·66 „ 145·91 „ „	2·33	...
„ 162·24 „ 369·84 „ „	88·94	...
„ 198·49 „ 198·79 „ „	...	0·30
PÁKALA BRANCH—		
Between 238·16 and 274·34 miles from Madras	14·12	...
„ 288·96 „ 310·98 „ „	1·43	...

The line traverses an easy country, the ruling gradient being 1 in 200. It crosses the Cauvery irrigation system in the Tanjore delta and is consequently costly in bridges and culverts. The line is laid on pynkado transverse sleepers with second class 40-lb. flat-footed iron and 41-lb. steel rails taken out of the South Indian railway main line. There are no grades so steep as 1 in 100, or curves under a radius of 1,000 feet.	The funds for this line are provided in nearly equal portions by the Tanjore District Board from a special cess and by the Madras Government from provincial funds. The railway crosses the Negapatam branch of the South Indian railway at Tiruvallúr. The construction of the Tiruvallúr-Mutupet section was sanctioned in June 1890, and the Máyavaram-Tiruvallúr section in August 1891. The work was commenced immediately by the South Indian Railway Company under their Additional Powers Act, 1888. The survey of an extension from Mutupet to Adirámpatnam was sanctioned in November 1890 and completed in January 1892; but the construction of this extension has been deferred for the present.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED BY

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XLVI	**Assam-Bengal—**		Miles.		
	Main line—				
	Chittagong to Makum . . .	579·60			
	Branches—				
	Láksám to Chandpur . . .	31·62			
	Badarpur to Silchar . . .	17·10			
	Lumding to Gauháti . . .	112·36			
			740·68		
	TOTAL STATE LINES WORKED BY COMPANIES (METRE GAUGE)		6,093·85		5,232·09

D—*continued.*

progress on the 31st March 1895.

COMPANIES. Metre gauge.

Details of construction.	REMARKS.
On section I, which includes the main line from Chittagong to Badarpur and the branches from Láksám to Chandpur and from Badarpur to Silchar, the country is mostly low-lying, necessitating long continuous embankments. North of Commilla it crosses four ranges of low hills, covered with dense jungle. The important bridges are those crossing the Feni, the Mohari and the Gumti rivers. Section II, which comprises the hill section of the main line between Badarpur and Lumding, runs through very difficult country, a grade of 1 in 70 being freely used, except at the head of the Jatinga valley where a grade of 1 in 40 has been adopted, causing a saving of about 4 miles. There are many tunnels and high viaducts. The bridge over the Barak river at Badarpur is designed for 3 spans of 250 feet and 2 land spans of 20 feet. Section III, which includes the main line from Lumding to Makum junction and the branch from Lumding to Gauhati, passes partly through flat country requiring long lengths of embankment, and partly through low hills covered with dense jungle. The principal bridges on this section are those crossing the Kopili and the Dehing. It is intended to lay the line throughout for a single track with 50-lb. rails on pynkado and sâl sleepers. On sections I and III there are no gradients of less than 1 in 100, or curves under a radius of 1,000 feet. On section II the following are particulars regarding gradients up to 1 in 100 and of curves under a radius of 1,000 feet:—	The branch from Gauhati to Lumding and the portion of the main line from Lumding to Dimapur were sanctioned in May 1891. Work was commenced in November 1891 and was carried on till October 1892, when the line was taken over by the Assam-Bengal Railway Company. This company having been formed in England in 1892, the Agent and Chief Engineer, together with the staff of Engineers, arrived in India in October 1892. On section I the earthwork on the main line and Chandpur branch was practically completed. Plate-laying has been carried through four divisions and was progressing on a fifth. Work on major and minor bridges was in progress throughout the section, and many of the bridges and culverts were indeed completed. Work on the permanent workshops at Chittagong, and the stations and staff quarters required for the open line, was in progress. The erection of rolling-stock was also progressing. On section II the re-alignment was practically completed. Earthwork on the lower portion of this section was well in hand and plate-laying started. The work of tunnelling was in progress in two divisions and work on bridges started. In section III construction was in hand on the Gauháti branch, and on 60 miles north of Dimapur. On two-thirds of the former it was well advanced, but on the latter it had only lately been commenced. Plate-laying from Gauháti was in progress.

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.	
	$\frac{1}{50}$ and less.	$\frac{1}{51}$ to $\frac{1}{80}$	$\frac{1}{81}$ to $\frac{1}{100}$	Length.	Radii.
	Miles.	Miles.	Miles.	Miles.	Feet.
8th Division	...	2·72	6·99	4·28	Varying from 573 to 955 feet.
9th ,,	9·66	3·07	1·60	11·17	
10th ,,	...	11·88	3·69	10·04	
11th ,,	...	10·16	4·01	9·31	

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.			
XLVII	**Eastern Bengal (state)—**		Miles.	Miles.				Miles.
	NORTHERN SECTION—				NORTHERN SECTION—			
	Main line—				*Main line*—			
	Sára ghát to Párbatipur junction	111·25			Sára to Atrai	19-1-78	38·75	
	Párbatipur junction to Siliguri	84·75			Atrai to Jalpáiguri	28-8-77	134·25	
			196·00		Jalpáiguri to Siliguri—			
					For goods traffic	10-6-78	23·00	
					For general traffic	1-11-78		
							196·00	
	Branches—				*Rungpore branch*—			
	Párbatipur junction to Kaunia on the right bank of the Teesta (*Rungpore branch*)	34·00			Párbatipur junction to Shámpur	19-5-78	15·25	
					Shámpur to Rungpore	2-7-78	7·50	
					Rungpore to Kaunia	1-6-79	11·25	
							34·00	
	Párbatipur to Dinagepore (*Dinagepore branch*)	17·75			*Dinagepore branch*—			
					Párbatipur to Chirir bandar	1-7-83	9·00	
					Chirir bandar to Dinagepore	16-5-84	8·75	
							17·75	
	2′ 6″ GAUGE.				2′ 6″ GAUGE.			
	Kaunia-Dharlla branch—				*Kaunia-Dharlla branch*—			
	Teesta junction to Jatrapur	23·25			Teesta junction to Dharlla	18-7-81	18·50	
	Teesta junction to Mogalhát	13·78			Teesta junction to Mogalhát	6-2-82	13·78	
					Dharila to Jatrapur	1-7-84	4·75	
		37·03					37·03	
			88·78					
				284·78	*Total northern section*			284·78
	DACCA SECTION—				DACCA SECTION—			
	Náráyanganj ghát to Mymensingh			85·92	Náráyanganj ghát to Dacca	4-1-85	10·25	
					Dacca to Jaydebpúr—			
					For goods traffic	1-8-85	19·65	
					For passenger traffic	12-12-85		
					Jaydebpúr to Gáfargáon—			
					For goods traffic	1-8-85	32·50	
					For passenger traffic	18-2-86		
					Gáfargáon to Mymensingh—			
					For goods traffic	1-8-85	23·52	
					For passenger traffic	29-8-85		
					Total Dacca section			85·92
	BEHAR SECTION—				BEHAR SECTION—			
	Main line—				*Main line*—			
	Manihári to Katihár	15·50			Manihári to Katihár	1-4-87	15·50	
	Katihár to Ráyganj	37·49			Katihár to Ráyganj	1-7-89	37·49	
	Ráyganj to Dinagepore	32·68			Ráyganj to Dinagepore	15-2-88	32·68	
			85·67				85·67	
	Branches—							
	Kosi branch—				*Kosi branch*—			
	Katihár to Kasba	22·10			Katihár to Kasba	1-4-87	22·10	
	Kasba to Arariyá	21·71			Kasba to Forbesganj	1-7-89	36·81	
	Arariyá to Forbesganj	15·10			Forbesganj to Ancharághát	1-1-91	14·00	
	Forbesganj to Debiganj	7·69					72·91	
	Debiganj to Ancharághát	6·31						
		72·91						
	Carried over	72·91	85·67	370·70	Carried over		370·70	
							158·58	

D—*continued.*

progress on the 31st March 1895.

BY THE STATE. Metre gauge.

Details of construction.	REMARKS.
Rails, iron, 40lbs. to the yard, and steel, 41¼ lbs. to the yard, and sleepers of creosoted pine, sâl, red gum and wrought and cast-iron, have been used. The bridging and embankments are heavy on the lower section. Iron rails, 40 lbs. to the yard, are being replaced by steel rails, 50 lbs. per yard, from Sára northwards: 113·12 miles of the 50-lb. rails are now laid. Wooden sleepers are also being renewed with steel transverse sleepers. The whole of the Northern section is fenced.	*Dates of orders for survey.* Trial survey on the 20th January 1870. Final survey of main line on the 7th November 1871. Rungpore branch on the 23rd March 1872. Extension to banks of the Teesta and on to Dhubri, 20th November 1875. Extension to Siliguri, 1875-76. *Date of orders for construction.* Main line, 12th February 1874. The railway to Darjeeling starts from the Siliguri terminus, which is about seven miles from the foot of the Darjeeling hills.
The Kaunia-Dharlla branch has been laid without ballast. The rails are steel, weighing 25 lbs. and 30 lbs. to the yard, laid on sâl sleepers.	The Kaunia-Dharlla branch was constructed by the Bengal Government out of provincial revenues. Steam ferries over the Teesta and Dharlla, and between Jatrapur on the Brahmaputra and Dhubri, are worked in connection with the trains.
The Dacca section is laid with permanent-way material of the ordinary metre gauge type, the rails being of steel, 41½ lbs. to the yard, on sâl sleepers. The work on the northern half of the line is heavy, but gradients are easy. The line is unfenced, except at stations.	The construction of the line was sanctioned on the 11th August 1882. The original project included a branch from Dacca to Aircha, opposite Goalundo, 43 miles long, which has since been abandoned. The Dacca section is connected with the Eastern section by a ferry worked between Goalundo and Náráyanganj ghát.
The Behar section consists of a single track laid with 41½-lb. steel rails on sâl, asna and iron-wood sleepers; in a few places Denham-Olpherts sleepers are used. As a rule the works are heavy and bridging very considerable, owing to the flooded country through which the line passes. The line is nearly all fenced.	The line from Manihári through Kátihar junction to Dinagepore connects the East Indian railway at Sahebgunge with the Bengal system of railways at Dinagepore, a ferry being worked by the East Indian railway across the Ganges between Manihári and Sahebgunge. A branch line runs northwards from Katihár junction through Purnea and Kasba to Ancharághát on the Kosi, opposite Khanwa ghát on the Kosi extension of the Tirhoot railway. The Behar section of the Eastern Bengal (state) railway is connected with the terminal station on the Tirhoot railway by a ferry across the Kosi river.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
			Miles.	Miles.			Miles.
XLVII	**Eastern Bengal (state)**—*concld.*						
	Brought forward	72·91	85·67	370·70	Brought forward		370·70 158·58
	BEHAR SECTION—*concld.*						
	Bársoi-Kissengunge branch—				*Bársoi-Kissengunge branch*—		
	Bársoi to Kissengunge	35·19			Bársoi to Kissengunge—		
			108·10		For goods traffic	15-12-92	35·19
					For passenger traffic	10-12-93	
				193·77	*Total Behar section*		193·77
		TOTAL		564·47	TOTAL OPEN MILEAGE (NARROW GAUGE SECTIONS)		564·47
XLVIII	**Burma (state)**—						
	Irrawaddy line—				*Irrawaddy line*—		
	Rangoon to Prome			161·00	Rangoon to Prome	2-5-77	161·00
	Sittang line—				*Sittang line*—		
	Rangoon to Toungoo			166·00	Rangoon to Pegu—		
					For goods traffic	4-2-84	46·25
					For passenger traffic	26-2-84	
					Pegu to Pyuntaza—		
					For goods traffic	4-2-84	41·75
					For passenger traffic	10-7-84	
					Pyuntaza to Nyaunglebin—		
					For goods traffic	4-2-84	5·00
					For passenger traffic	1-8-84	
					Nyaunglebin to Toungoo	1-7-85	73·00
					Total Sittang line		166·00
	Suburban lines			9·00	*Suburban lines*—		
					For goods traffic	1-3-80	6·00
						15-7-90	3·00
					Total Suburban lines		9·00
	Mandalay line—				*Mandalay line*—		
	Main line—				*Main line*—		
	Toungoo (166 miles from Rangoon on the Sittang line) to Mandalay		220·00		Toungoo to Thawutti—		
					For goods traffic	1-5-88	44·00
					For passenger traffic	11-7-88	
					Thawutti to Pyinmana—		
					For goods traffic	1-5-88	15·00
					For passenger traffic	26-9-88	
					Pyinmana to Yaméthin—		
					For goods traffic	15-11-88	49·00
					For passenger traffic	1-3-89	
					Yaméthin to Mandalay	1-3-89	112·00
		Carried over	220·00	336·00	Carried over		336·00 220·00

D—*continued.*

progress on the 31st March 1895.

BY THE STATE. **Metre gauge.**

Details of construction.	REMARKS.
Four miles of the Bársoi-Kissengunge branch have been laid with second hand steel rails 41¼lbs. per yard, and the rest with second hand iron rails 40lbs. per yard, obtained from relaying on the Northern section. Sleepers used are of sâl, excepting a few of Burma wood. There are no important works on this extension, except two bridges, one of 6 spans of 40 feet and the other of 5 spans of 40 feet at miles 180k. and 183k., respectively.	Survey for the extension from Bársoi to Kissengunge was ordered in October 1890. Trial surveys were made in April 1891, and orders for construction were given in June 1891. Final survey was made in June 1891, and work was started in September 1891.
A length of 0·07 mile, which is situated at mile 1 on the Kaunia-Dharlla section, is on the grade of $\frac{1}{81}$ to $\frac{1}{100}$. There are no grades steeper than this. Curves under a radius of 1,000 feet also occur on this section. Their radii vary from 425 to 455 feet and the aggregate length is 6,705 feet, of which 6,580 feet or 1·27 miles are on the line to Mogalhât and 125 feet at mile 3 on the line to Jatrapur.	On the 1st April 1887 the Northern Bengal, the Kaunia-Dharlla, the Dacca and the Assam Behar railways were amalgamated with the Eastern Bengal and the Calcutta and South-Eastern railways, and these lines are now worked as one combined system. The Eastern Bengal (state) railway was re-transferred from Provincial to Imperial control with effect from the 1st April 1892.
The Irrawaddy line is laid with steel rails, 50 lbs. to the yard, for a double track from Rangoon to Insein (9 miles), the remaining 152 miles being laid for a single track with 50-lb. steel rails for 82 miles, 41¼-lb. steel for 29 miles and 40-lb. iron for 41 miles. The bridging is heavy owing to the severe floods from the Irrawaddy river. The other works are light, as the country traversed is flat and low. The Sittang line is laid with steel rails, 50 lbs. to the yard, from Dahein to Pegu (24 miles), the remaining 142 miles being laid with rails, 41¼ lbs. to the yard, on pynkado sleepers. The country traversed is similar to that through which the Irrawaddy line passes, except that there are about 50 miles of forest land on the Sittang line against about 27 miles on the Irrawaddy line. The bridging is also much heavier, there being on the Sittang line 15,730 lineal feet of waterway provided against 8,165 lineal feet on the Irrawaddy line. The permanent-way on the Mandalay line consists of 50-lb. flat-footed steel rails, with deep web fish-plates of Bessemer steel. The ballast on the first 50 miles is chiefly burnt clay or laterite; on the remainder of the line it is either shingle or broken stone. *Bridges—* Swa river . . . . . 3 of 100; 1 „ 40 Nagalike . . . . . 3 „ 100; 2 „ 40 Sinthe . . . . . 4 „ 100 Pyawbwè . . . . . 4 „ 100 Samôn . . . . . 1 „ 150; 2 „ 40 Panloung . . . . . 5 „ 60 Myitngè . . . . . 4 „ 150; 2 „ 40 There are several other bridges with water-ways up to 200 lineal feet. All girder bridges are provided with floors and hand rails for military purposes. There are no great engineering difficulties, but much of the line passes through thick jungle. The line from Prome to Mandalay is fenced.	The dates of orders for survey and construction are as follows: *Dates for survey.* — *Dates for construction.* Rangoon to Prome — 16-10-69 — 25-9-74 Rangoon to Toungoo — 17-8-74 — 23-5-81 The orders for the survey were issued in March 1886. The construction of the line was sanctioned in October 1886, and work began on the first 60 miles from Toungoo in November 1886; on 40 miles from Mandalay southwards in January 1887; on the section from mile 60 (from Toungoo) to mile 108, in April 1887; and on the remaining section from mile 108 to mile 180, in June 1887.

APPENDIX

Railways constructed and in

Metre gauge. **STATE LINES WORKED**

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
			Miles.		
XLVIII	**Burma (state)**—*concld.*			Brought forward	336·00
	Brought forward	220·00	336·00		220·00
	Branches—			*Branches*—	
	Meiktila road to Meiktila cantonment (*Meiktila branch*)	12·89		*Meiktila branch*— Meiktila road to Meiktila cantonment — 10-5-93	12·89
	Mandalay to Mandalay shore (*Mandalay shore branch*)	2·50		*Mandalay shore branch*— Mandalay to Mandalay shore— For goods traffic — April 1889	2·50
		15·39			
			235·39	*Total Mandalay line*	235·39
	Mu Valley line—			*Mu Valley line*—	
	Main line—			*Main line*—	
	Sagaing (on the right bank of the Irrawaddy) to Nankan	168·00		Sagaing to Shwebo — 1-7-91	52·50
				Shwebo to Wuntho—	
				For goods traffic — 4-4-92	100·00
				For passenger traffic — 15-3-93	
				Wuntho to Nankan — 1-11-94	15·50
	Branch—			*Branch*—	
	Myohaung [3 miles south of Mandalay station on the Mandalay line of the Burma (state) railway] to the left bank of the Irrawaddy opposite Sagaing (*Myohaung branch*)	6·00		*Myohaung branch*— Myohaung to Amarapura shore— For goods traffic — 22-11-91	6·00
				For passenger traffic — 22-2-92	
			174·00	*Total Mu Valley line*	174·00
				DOUBLE—	
				Irrawaddy line—	
				Rangoon to Kemmendine — 30-10-89	3·50
				Kemmendine to Insein — 10-1-90	5·50
					9·00
	TOTAL		745·39	TOTAL OPEN MILEAGE	745·39
XLIX	**Cawnpore-Gogra (metre gauge link)**—				
	Cawnpore (point of junction with the Cawnpore-Achnera section of the Rajputana-Malwa railway) *viâ* Lucknow to Burhwál (point of junction with the Burhwál branch of the Bengal and North-Western railway).		(*a*) 79·20		
	Carried over		79·20		

(*a*) Excludes 3·52 miles of the existing line of the Lucknow-Bareilly railway between Daliganj and Aishbagh which forms a part of the alignment of this line.

D—*continued.*

progress on the 31st March 1895.

BY THE STATE. **Metre gauge.**

Details of construction.	REMARKS.
The earthwork on the Meiktila branch was carried out as a famine relief work, the bridging, which is very light, being chiefly of timber. The permanent-way consists of second hand rails, 40 lbs. to the yard, selected from the Irrawaddy section, and the sleepers are of pynkado.	Commencement of work on the Meiktila branch was sanctioned on the 1st January 1892 as a famine relief measure. An extension of this branch to Myngyan has been surveyed, the total length from Meiktila being 68 miles; this is in substitution of the line previously proposed from Samôn to Myngyan. The revised estimates have been received but the construction of line has been deferred for the present for want of funds.
On the Mu Valley line 273 miles of rails are laid and 168 miles of track fully ballasted. Masonry of bridges is mostly of brickwork. The permanent-way consists of 41½-lb. flat-footed steel rails, laid on sleepers of teak, pynkado, ingyin and theya. The ballast is all of broken stone or shingle. The line is generally unfenced except at stations.	The construction of the main line, Sagaing to Kawlin, and of the Myohaung branch, was sanctioned on the 17th October 1889, and work commenced about the 1st January 1890.
The steepest gradient on this line is 1 in 100, of which there are in all three lengths. These are situated between miles 162 and 167 on the Wuntho-Nankan section and their aggregate length is 1·45 miles. There are two curves of a radius of 955 feet—the sharpest on the line; one at mile 359 on the Toungoo-Mandalay section, the length being 450 feet, and the other, 1,254 feet long, at mile 168 on the Wuntho-Nankan section.	The construction of the extensions from Kawlin to Gyodaung and from Gyodaung to Nankan was sanctioned in February and March 1891, respectively; but owing to the Wuntho insurrection work was not commenced till some months later.
The line will be laid partly on a mixed (standard and metre) gauge and partly on a separate metre gauge track, except for 3·52 miles between Daliganj and Aishbagh where the existing line of the Lucknow-Bareilly railway will be utilized. Starting from the north of the Burhwal station, on the Oudh and Rohilkhand (state) railway, it will run up to Bara Banki along a third rail laid by the side of the Oudh and Rohilkhand (state) railway line, and thence on to Malhaur a separate metre gauge track will be laid parallel to, and 14 feet distant from, the Oudh and Rohilkhand rails. From Malhaur it will deviate to the west over new country and join the Lucknow-Bareilly railway at the north end of Daliganj station. At Aishbagh it will cross the Lucknow-Bareilly railway and join the Cawnpore branch of the Oudh and Rohilkhand (state) railway at mile 2·80 from Lucknow, and thence run parallel to the latter line up to Cawnpore bridge station from whence a third rail will be laid across the Ganges bridge up to mile 42·84 from Lucknow. The metre gauge will then leave the standard gauge again and run parallel to the latter for some distance beyond the Oudh and Rohilkhand (state) railway station at Cawnpore, and then, curving to the right, join the Cawnpore-Achnera railway at Cawnpore Land will be taken up for a double line except where the line runs alongside the Oudh and Rohilkhand (state) railway, but the bridges will be constructed for a single line only.	This line was sanctioned for construction in October 1894 as a part of the project for linking up the metre gauge railway systems of Northern India. It is being constructed by the Oudh and Rohilkhand (state) railway, but the question of the working agency is under consideration.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.
XLIX	Cawnpore-Gogra (mere gauge ink)—*concld.*		Miles.	Miles.
	Brought forward		79·20	
	TOTAL		79·20	
L	**Mu Valley*—**			
	Main line— Nankan to Mogoung	126·00		
	Branch— Nahakaung on the main line to Katha on the right bank of the Irrawaddy (*Katha branch*)	14·25	140·25	
	TOTAL STATE LINES WORKED BY THE STATE (METRE GAUGE)		1,529·31	1,309·86

* The open section of this railway forms a part of the Burma (state) railway—Serial No. XLVIII.

D—*continued.*

progress on the 31st March 1895.

BY THE STATE. Metre gauge.

Details of construction.	REMARKS.
From Burhwal to Bara Banki the permanent-way will consist of second hand 60-lb. steel rails, obtained from the Oudh and Rohilkhand (state) railway, laid on new deodar sleepers. Where a separate gauge will be laid new 50-lb. steel rails on deodar sleepers will be used for the main line only. All sidings will be of second hand rails. There will be no gradients of 1 in 100 or under, or curves under a radius of 1,000 feet.	
The permanent-way will consist of 41½-lb. flat-footed steel rails laid on wooden sleepers. The ruling gradient on the Nankan-Mogoung section will be 1 in 60, the sharpest curve being 573 feet in radius. On the Katha branch the ruling gradient will be 1 in 50, and the sharpest curve 818 feet in radius.	The construction of the line from Nankan to Katha and from Nahakaung to Mogoung was sanctioned in March and December 1891, respectively.

APPENDIX

Railways constructed and in

Metre gauge. ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage	Date of opening for public traffic.
		Miles.	Miles
LI	**Deoghur—**		
	Baidyanáth (200·25 miles from Howrah on the chord line, East Indian railway) to Deoghur .	4·79	Baidyanáth to Deoghur . 23-12-82 4·79
LII	**Rohilkund and Kumaon (Company's section)—**		
	Bhojeepura junction (12·00 miles from Bareilly on the main line) to Káthgodám, at the foot of the Naini Tal hills . . .	53·92	Bhojeepura to Káthgodám . 12-10-84 53·92
LIII	**Bengal Dooars—**		
	Main line—		*Main line—*
	East bank of the Teesta opposite Jalpáiguri (305 miles from Calcutta) on the Northern section of the Eastern Bengal (state) railway to Dam Dim . . . . . 31·00		East bank of the Teesta to Mal Bazar— For goods traffic . 15-1-93 } 26·85 For passenger traffic . 1-11-93 } Mal Bazar to Dam Dim . 16-6-94 4·15
	Branch—		*Branch—*
	Lataguri to Ramshaihát . . . 5·40	36·40	Lataguri to Ramshaihát— For goods traffic . 11-6-93 } 5·40 For passenger traffic . 16-6-94 }
			TOTAL OPEN MILEAGE . 36·40
LIV	**Dibru-Sadiya—**		
	Main line—		*Main line—*
	Dibrugarh (on the bank of the Brahmaputra river) *vid* Makum junction to Dihing bridge . . 61·50		Lower steamer ghât on the left bank of the Brahmaputra river, near Dibrugarh, eastward as far as the Dinjan stream, for goods traffic only in October 1882 (15 miles). Dibrugarh to Makum junction 16-7-83 38·50 Makum junction to Dihing bridge . . . . 2-5-84 23·00 61·50
	Tálap branch—		*Tálap branch—*
	Makum junction to Tálap . . 16·00	77·50	Makum junction to Dum-Duma . . . . 21-5-84 8·00 Dum-Duma to Tálap . 5-2-85 8·00 16·00
			TOTAL OPEN MILEAGE 77·50

D—*continued.*

progress on the 31st March 1895.

COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The line passes over an undulating country. The sharpest curve has a radius of 2,640 feet and a length of 3,000 feet. About 2·08 miles are on a grade of 1 in 80 and 0·69 miles on a grade of 1 in 100. The permanent-way is laid with 36-lb. steel rails on wooden sleepers. The line is ballasted throughout, but is unfenced.	Messrs. Burn & Co., contractors, undertook the construction of this railway with capital raised locally without any guarantee, but with a free gift of land. They commenced work in October 1881. The Rohini branch (1·50 miles), which had been constructed and opened for public traffic on the 1st July 1883, was closed with effect from the 1st November 1885 in consequence of the insufficiency of traffic.
The rails are of the metre gauge type, laid on sâl sleepers. From Káthgodám to Haldwáni, a distance of 175 chains, there is a continuous descending grade of 1 in 70; from Haldwáni to Lálkua it varies from 1 in 80 to 1 in 103; from Lálkua the grade is 1 in 146 for 71 chains, after which it becomes more moderate. The total lengths of gradients of $\frac{1}{51}$ to $\frac{1}{80}$ and $\frac{1}{81}$ to $\frac{1}{100}$ are 4·84 and 6·12 miles, respectively. The line is unfenced, except at stations.	The line was originally projected by certain local capitalists, but was afterwards taken up and completed by a company formed in England. The Government guaranteed 4 per cent. on a maximum capital of £200,000 during the construction of the line or until January 1885. The contract is dated 12th October 1882. The Local Government gives a subsidy of ₹40,000 per annum. This company also works the Lucknow-Bareilly line. The terms of working will be found in appendix M to Part II of the Railway Administration Report for *1890-91*.
The line has been laid with 41½-lb. flat-footed steel rails spiked to sâl sleepers and is being provided with stone ballast. The bridges are of girders resting on brickwork piers and abutments. In the spans of 20 ft. and under an invert flooring has been provided for the bridge. The piers of the Neora bridge (6 × 60 ft. girders) are of cast-iron screw piles, 3 ft. diameter, sunk 30 ft. below low-water. There are no grades of 1 in 100 or less, or curves under a radius of 1,000 feet.	The line was sanctioned for construction in May 1891. The extension of the branch to Tondu has been abandoned owing to changes in the river Jaldaka.
The line throughout was originally laid with steel rails, 41¼ lbs. to the yard, but these are now gradually being renewed and replaced by 50-lb. steel rails, 8·13 miles from Dibrugarh having been so renewed. The length from steamer ghât to Tálap *viâ* Makum junction is constructed on the existing Government road, except for 2·75 miles from the ghât, 1·50 miles from Dibrugarh station east, 0·25 mile at mile 16, 2 miles at the 43rd and 44th miles, and 0·50 mile from Dum-Duma river to Bisakopi. The culverts which were in existence have been utilised as far as practicable, with such slight additions and alterations as were necessary; but timber bridges have been erected over the Sessa, Bor Hapjan, Singlijan, Dibru, Bisakopi and Tipúk rivers, and brick abutments and one central pier have been built, and rolled iron girders laid, across the Dinjan river. The extension to Dihing bridge is cut entirely through thick forest. The line is unfenced and unballasted for one mile from Lower ghât, and for 16 miles between Makum junction and Tálap. On the rest of the line broken stone ballast has been used. There are no gradients of 1 in 100 or less. Curves under a radius of 1,000 feet are noted below :—	The contract with this company, which was formed in England by Messrs. Shaw, Finlayson & Co., is dated 26th May 1880. Government has to pay an annual subsidy equal to such sum as, with the net earnings, will yield a dividend of 5 per cent. per annum on the capital outlay on the main line and branches, subject to a maximum charge of ₹1,00,000.

Section of line.	Length.	Radius.
Main line—	Feet.	Feet.
Mile 56 from Dibrugarh	747	800
„ 61 „ „	635	700
Tálap branch—		
Mile 40·25 from Dibrugarh	290	750

APPENDIX

Railways constructed and in

Metre gauge. ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
LV	**Ahmedabad-Parántij—**		
	Ahmedabad [309·50 miles from Bombay (Colába)] on the Bombay, Baroda and Central India railway to Parántij	47·50	
LVI	**Nílgiri—**		
	Méttupálaiyam (327·47 miles from Madras on the Madras railway, Nílgiri branch) to Coonoor	16·81	
	TOTAL ASSISTED COMPANIES (METRE GAUGE)	236·92	172·61

D—*continued.*

progress on the 31st March 1895.

COMPANIES. Metre gauge.

Details of construction.	REMARKS.
	The construction of this line was sanctioned and orders for the commencement of work issued in March 1895. The line is being constructed by the Bombay, Baroda and Central India Railway Company, and, when completed, will be worked by the same company as a part of their metre gauge system.
The rails will be steel, Vignole's, 50 lbs. per yard, on pynkado sleepers, laid on stone ballast between dwarf walls 1′ 6″ high. The line will be unfenced. The bridges will be of lattice or plate girders resting, on masonry piers and abutments. On the Ghát the Abt Rack (double) will be used. The ruling gradient is 1 in 12½ in the mountainous portion, and 1 in 40 in the plains. The following statement shows the length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet :—	The Nílgiri Railway Company was registered in February 1886 to acquire the concession granted to the Nílgiri-Rigi Railway Company, which had been formed in 1880 to construct a short line of steep gradient on the Rigi system. The line now required by the Government will, however, be of a more costly and elaborate character than that originally contemplated. The capital was raised in London in 1889. A contract has been entered into with Mr. Richard Woolley, a local contractor, to construct and equip the line. The survey, for which orders were issued by the Government of Madras in July 1890, proved very arduous. It was started in August 1890, and the final location was completed early in 1892. Work was commenced in August 1891 and is now in active progress on the whole length of the line. The Government of India guarantee 3 per cent. during construction on the capital paid into the Government treasury, with a free grant of all land required for the railway and the works connected therewith. The company went into liquidation in April 1894.

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.	
	1/80 and less.	1/81 to 1/100.	1/101 to 1/160.	Length.	Radii.
	Miles.	Miles.	Miles.	Miles.	Feet.
Between 13.92 and 16·21 miles	...	1·59	...	...	...
The whole line	13·50	...	...	8·27	Varying from 318 to 716 feet.

APPENDIX

Railways constructed and in

Metre gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.		Miles.
LVII	**The Gaekwar's Mehsána—**		Miles.			
	Viramgám (40·50 miles from Ahmedabad on the Bombay, Baroda and Central India railway) *viá* Mehsána to Kherálu	67·94		Viramgám to Mehsána	1-2-91	40·21
	Mehsána to Pátan	24·69		Mehsána to Vadnagar	21-3-87	20·73
				Vadnagar to Kherálu	12-12-88	7·00
				Mehsána to Pátan	20-7-91	24·69
			92·63	TOTAL OPEN MILEAGE		92·63
LVIII	**Kolhápur—**					
	Kolhápur to Miraj (159·25 miles from Poona on the Poona branch of the Southern Mahratta railway)		29·07	Kolhápur to Miraj	21-4-91	29·07
LIX	**Yesvantpur-Mysore frontier—**					
	Yesvantpur (363·25 miles from Portuguese frontier on the Southern Mahratta railway) to Mysore frontier		51·35	Yesvantpur to Dodballapur	15-12-92	19·93
				Dodballapur to Mysore frontier	17-9-93	31·42
				TOTAL OPEN MILEAGE		51·35
LX	**Mysore-Nanjangúd—**					
	Mysore, on the Mysore section of the Southern Mahratta railway, to Nanjangúd		15·25	Mysore to Nanjangúd	1-12-91	15·25
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (METRE GAUGE)		188·30			188·30

D—*continued.*

progress on the 31st March 1895.

AND WORKED BY COMPANIES. **Metre gauge.**

Details of construction.	REMARKS.
The line is constructed for a single track. The length from Mehsána to Kherálu is laid with steel rails, 41¼lbs. to the yard, on transverse steel trough sleepers. The ballast consists chiefly of earth with lengths of kunkur. The remainder of the line is laid with iron and steel rails, 40 and 41¼ lbs. to the yard, on deodar sleepers, except a mile on the Mehsána-Viramgám section, which is laid with steel trough sleepers. With slight exceptions it is fully ballasted. The line runs through an easy country, and there have been no engineering difficulties. The whole system was originally fenced with cactus; but this has, in several places, been entirely destroyed by floods and locusts, and what remains is much broken up. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The survey of the line from Mehsána to Vadnagar was undertaken in May 1884, and construction commenced in August 1886. The line was completed by the Bombay, Baroda and Central India Railway Company in March 1887. The funds for this branch were supplied by His Highness the Gaekwar of Baroda. The construction of an extension from Visnagar to Vijápur, which was sanctioned on 18th April 1887, has been deferred for the present. The survey of the line from Vadnagar to Kherálu was commenced in April 1887 and the construction in June 1887. The extension was completed by the Bombay, Baroda and Central India Railway Company in December 1888. Surveys of branch lines from Mehsána to Viramgám and Pátan were carried out during the early part of 1889, and the construction of the lengths between Mehsána and Viramgám and Mehsána and Pátan was commenced in May and in November 1889, respectively. This line is worked by the Bombay, Baroda and Central India Railway Company under an agreement, the terms of which will be found in appendix M to Part II of the Railway Administration Report for 1893-94.
This line is constructed for a single track. The rails are steel, 41¼lbs. to the yard, laid on steel sleepers. The ruling gradient is 1 in 100—11·03 miles being on this grade. There are no curves under a radius of 1,000 feet. The following important rivers are crossed: Kistna, 14 spans of 60′ girders. Panchganga, 10 „ 60′ „ Udgaum Nulla 10 „ 60′ „	The commencement of work was authorized in February 1888. The necessary funds were provided by the Kolhápur Durbar, and the line is worked by the Southern Mahratta Railway Company under a special agreement, the terms of which will be found in appendix S to Part II of the Railway Administration Report for 1891-92.
The rails used are of the state railway type, weighing 50lbs. per yard, on the Ghát section, 11 miles in length, and 41¼lbs. per yard on the remainder of the line. The sleepers are of Mysore teak throughout. On the Ghat section the ruling gradient is 1 in 89, and the sharpest curve of a radius of 603 feet: on the rest of the line the ruling gradient is 1 in 100 and the sharpest curve has a radius of 1,910 feet. The line is ballasted with broken stone in the cuttings, and sand and moorum in the banks. It is fenced.	The line was sanctioned for construction in March 1890. It was constructed by the Mysore Government and made over to the Southern Mahratta Railway Company for working on the dates the sections were opened to traffic.
The country traversed is undulating and the line somewhat tortuous, the length of curves amounting to about 9·50 miles. The permanent-way consists of 41¼-lb. steel rails of the standard metre gauge pattern laid on Mysore teak sleepers. The ruling gradient is 1 in 100. The line is partially fenced.	The construction of this line was commenced in September 1890 and completed in November 1891. It was purchased by the Mysore Government and made over to the Southern Mahratta Railway Company for maintenance and working on 1st July 1892.

APPENDIX

Railways constructed and in

Metre gauge. LINES OWNED AND

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
LXI	**Jodhpore-Bickaneer—**		Miles.		
	Marwar railway junction (218 miles from Ahmedabad on the Rajputana-Malwa railway) *viâ* Lúni and Merta Road junctions to Kuchámán Road (374 miles from Ahmedabad on the Rajputana-Malwa railway)	201·00		Marwar railway junction to Marwar Páli—	
				For goods traffic . 24-6-82 }	19·00
				For passenger traffic . 27-7-82 }	
				Marwar Páli to Lúni junction . . . 17-6-84	25·00
	Lúni junction to Pachpadra	60·00		Lúni junction to Jodhpore . 9-3-85	20·00
	Merta Road junction to Bickaneer	103·00		Jodhpore to Merta Road . 8-4-91	64·00
			364·00	Merta Road to Kuchámán Road . . . 13-3-93	73·00
				Lúni junction to Pachpadra 22-3-87	60·00
				Merta Road to Nágore . 16-10-91	35·00
				Nágore to Bickaneer . 9-12-91	68·00
				TOTAL OPEN MILEAGE .	364·00
LXII	**Bhávnagar-Gondal-Junágarh-Porbandar—**				
	Bhávnagar Bandar to Wadhwán junction . . .	104·76		Bhávnagar to Wadhwán . 20-12-80	104·76 (a)
	Dhola junction (32 miles from Bhávnagar Bandar) to Porbandar Bandar	158·85		Dhola to Dhoráji . 19-1-81	88·37
				Dhoráji to Porbandar . 17-12-89	69·50
				Porbandar to Porbandar Bandar—	
				For goods traffic . 15-3-90	0·98
	Jetalsar junction (112 miles from Bhávnagar Bandar) to Verával Bandar, including 2·33 miles of Junágarh quarry line . .	70·37		Jetalsar to Junágarh . 1-9-88	16·00
			333·98	Junágarh to Verával (including Junágarh quarry line) . . . 1-2-89	54·07 (b)
				Verával to Verával Bandar—	
				For goods traffic . 1-12-90	0·30
				TOTAL OPEN MILEAGE .	333·98
LXIII	**Jetalsar-Rájkot—**				
	Jetalsar junction to Rájkot (point of junction with the Morvi railway) . . .		46·23	Jetalsar junction to Rájkot (point of junction with the Morvi railway) . . 12-4-93	46·23

(a) Of this, the Bhávnagar dock state line (0·87 mile) is worked for goods traffic only.
(b) Of this, the Junágarh quarry line (2·35 miles) is worked for goods traffic only.

D—*continued.*

progress on the 31st March 1895.

WORKED BY NATIVE STATES. Metre gauge.

Details of construction.	REMARKS.
This is mainly a surface line and the works are very light. Excepting the length between Marwar junction and Jodhpore, the permanent-way consists of 36-lb. steel rails mostly laid on steel trough sleepers. From Jodhpore to Marwar Páli the line was originally laid with old 36-lb. iron rails on jungle wood sleepers. The latter have all been replaced by deodar sleepers, while the former are now being gradually replaced by 41¼-lb. steel rails. Beyond Marwar Páli second hand rails are laid on pine creosoted sleepers, except for the last 3 miles where a new approach has been lately constructed with new 41¼-lb. steel rails laid on steel sleepers. With small exceptions the line is well ballasted throughout. On the greater portion of the line the ballast consists of coarse sand and small kunkur; but on the Merta Road-Kuchámán Road section it is chiefly broken stone, marble and kunkur. There is a telegraph line on the entire length, excepting the Lúni-Pachpadra line. The whole line is unfenced. There are no grades of 1 in 100 or less, or curves under a radius of 1,000 feet.	The line has been constructed at the expense of, and is worked by, the Jodhpore and Bickaneer states. The section up to Lúni junction was sanctioned in 1883 and the extension to Jodhpore in 1884. The line from Jodhpore to Bickaneer was sanctioned in 1890. The Lúni-Pachpadra section was sanctioned in 1885 and that from Merta Road to Kuchámán Road in July 1891. On the completion of the line to Bickaneer the name "Jodhpore-Bickaneer railway" was given to the entire system.
The lines from Bhávnagar to Wadhwán and Dhola to Dhoráji have been constructed for a single track with 41¼-lb. flat-footed steel rails, laid on creosoted pine and deodar sleepers. The ruling gradient is practically 1 in 200, but there is a short length (0·21 mile) of 1 in 100 at mile 72. The ruling gradient on the Jetalsar-Veravál section is 1 in 150. The permanent-way consists of 41¼-lb. flat-footed steel rails, laid on creosoted pine and deodar sleepers. The permanent-way on the Dhoráji-Porbandar section consists of 41¼-lb. flat-footed steel rails, laid on steel transverse sleepers. The ruling gradient is 1 in 200. The whole line is practically unfenced. There are no curves under a radius of 1,000 feet.	The dates of orders for survey and construction of the Bhávnagar-Gondal section are 11th March 1878 and 19th March 1879, respectively. The line has been constructed for the Native states by the British Government, and is worked under the direction of a Committee of Management consisting of representatives of each of the proprietary states. The Political Agent in Káthiáwár is President of this Committee of Delegates. The portions from Bhávnagar to Wadhwán on the north, and from Dhola as far as Dhasa on the west, have been constructed from the revenues of the Bhávnagar state, and that from Dhasa to Dhoráji from the revenues of the Gondal state. The survey of the Jetalsar-Verával section was ordered on the 3rd October 1885 and the construction on the 24th December 1886. The line has been constructed at the expense of the Junágarh state, within whose territory it lies. The survey of the Dhoráji Porbandar section was sanctioned on 1st November 1886 and commenced in March 1887. The construction was sanctioned on 24th January 1888. The line has been constructed at the joint expense of the Gondal and Porbandar states.
The permanent-way consists of 41¼-lb. rails, laid partly on steel trough and partly on creosoted pine sleepers. The ballast used is of broken stone. The steepest gradient is 1 in 67 for a length of about 0·75 mile between mileages 4 and 5 from Jetalsar, about a third of the line being on a grade of 1 in 200. There is also a small curve (about 0·01 mile long) under a radius of 1,000 feet, *viz.*, 955 feet between mileages 45 and 46 from Jetalsar. The line is unfenced.	The construction of this line was sanctioned in February 1892. The line has been constructed for the Native states by the Bhávnagar-Gondal-Junágarh-Porbandar railway, and is worked by it under the direction of a Syndicate consisting of representatives of each of the proprietary states. The Political Agent in Káthiáwár is the President of this Syndicate.

APPENDIX

Railways constructed and in

Metre gauge. LINES OWNED AND

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	
LXIV	**Oodeypore-Chitor—**		
	From near Chítorgarh (550·75 miles from Bombay *viâ* Godra-Rutlam railway) to Debari near Oodeypore	60·53	
LXV	**Rájkot-Jámnagar—**		
	Rájkot (46·25 miles from Jetalsar on the Jetalsar-Rájkot railway) to Jámnagar . .	50·30	
	TOTAL LINES OWNED AND WORKED BY NATIVE STATES (METRE GAUGE) .	855·04	744·21

D—*continued.*

progress on the 31st March 1895.

WORKED BY NATIVE STATES. **Metre gauge.**

Details of construction.	REMARKS.
The works are comparatively light, the largest bridge being 8 spans of 20 feet. The permanent-way will consist of 41½-lb. steel rails, laid on deodar sleepers, with broken stone ballast. The whole line will be unfenced. The steepest gradient is 1 in 100 for a length of 0·84 mile between miles 58 and 60, and the sharpest curve is over 1,000 feet in radius.	This line is being constructed at the expense of the Meywar Durbar. It was sanctioned for construction in February 1894, and is expected to be opened for traffic in August 1895.
The permanent-way will consist of steel flat-footed rails weighing 41½lbs. to the yard, laid on creosoted pine sleepers, over a bed of stone ballast. The line will be partially fenced. The largest bridge will be 16 spans of 50 feet each over the Und. There will be no curves under a radius of 1,000 feet. The steepest gradient, which will occur at mile 16 from Rájkot, will be 1 in 100 for a length of 0·19 mile.	This line, including a branch to the port of Jodiya, was provisionally sanctioned in October 1893, pending the result of a preliminary survey. The branch has since been abandoned and orders for commencement of work on the remaining portion (Rájkot to Jámnagar) issued after the close of the year 1894-95.

APPENDIX

Railways constructed and in

Metre gauge. FOREIGN

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
LXVI	**West of India Portuguese—**			
	Mormugao to the Portuguese frontier . .	51·00	Mormugao to Sonauli . . 17-1-87	41·00
			Sonauli to British frontier . 3-2-88	10·00
			TOTAL OPEN MILEAGE .	51·00
LXVII	**Pondicherry—**			
	Gingee river (French frontier) to Pondicherry	7·80	Gingee river to Pondicherry 16-12-79	7·80
	TOTAL FOREIGN LINES .	58·80		58·80

5—*continued.*

Progress on the 31st March 1895.

LINES. Metre gauge.

Details of construction.	REMARKS.
The first 38 miles up to Collem station, on which the ruling gradient is 1 in 100, are constructed for a single line as regards the earthwork and iron superstructure, but for a double line as regards all bridges and culverts, and the remaining 13 miles with a maximum gradient of 1 in 40 for a double line of rails. The permanent-way throughout is of the 62-lb. state railway type with 10 sleepers to the rail. The sleepers used are creosoted pine, sâl, teak, and jamba. The locomotives are of one type, weighing 43½ tons when loaded. Two suffice to take a train up the Ghâts. On the Ghâts there are 12 tunnels and 2 covered ways, and the masonry works are very heavy. The total work on the Ghât incline is not much less than that on the Bhore Ghât on the Great Indian Peninsula railway. The length and situation of gradients up to $\frac{1}{100}$, and of curves under a radius of 1,000 feet are detailed below:	The West of India Portuguese line has been undertaken by a company, under a guarantee given in April 1881 by the Portuguese Government. It extends from Mormugao, in the Portuguese settlement of Goa, to the Portuguese frontier. The railway works were, in the first instance, given out on contract, and work was commenced on 22nd February 1882. The contractors having, however, failed to make satisfactory progress, the works were taken over by the company at the end of January 1884 and arrangements made to carry them on departmentally. The harbour and line to the 41st mile were opened for public traffic on the 17th January 1887.

SECTION OF LINE.	LENGTH OF GRADIENTS,			LENGTH OF CURVES UNDER A RADIUS OF 1,000 FEET.	
	$\frac{1}{80}$ and less.	$\frac{1}{81}$ to $\frac{1}{80}$.	$\frac{1}{81}$ to $\frac{1}{100}$.	720 feet radius.	800 feet radius.
	Miles.	Miles.	Miles.	Miles.	Miles.
Mormugao harbour to mile 1	...	...	...	0·15	0·41
Collem to frontier—					
Between 41 and 51 miles	12·42	...	...	...	5·80
Between 39·50 and 40·50 miles	...	0·55	...	...	...
Between 2·50 and 39·50 miles	...	...	12·18	...	...

The line is single and is laid with 40-3-lb. iron rails on wooden sleepers, except over the Gingee bridge which was laid, when rebuilt, with 50-lb. steel rails on pot sleepers. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	This line was undertaken by the Pondicherry Railway Company, Limited, under a concession made by the French Government. It was sanctioned for construction in June 1878. This line is worked and maintained by the South Indian Railway Company under an agreement. The terms of working to be found in appendix Q to Part II of the Railway Administration Report for 1890-91 have been renewed—*vide* appendix Z to this report.

APPENDIX

Railways constructed and in

Special gauge. STATE LINE WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
LXVIII	**Jorhát—**		
	2′ 0″ GAUGE.		
	Main line—		*Main line—*
	Gosáigáon to Titábar . . . 18·25		Gosáigáon to Jorhát—
	Alternative cold weather section to steamer ghât . . . 2·75		For goods traffic . 15-12-84 } 7·00 „ passenger traffic . 17-10-85 }
			Jorhát to Dhali river—
			For goods traffic . 15-12-84 } 9·50 „ passenger traffic . 26-2-88 }
			Dhali river to Titábar . 16-7-87 1·75
			Alternative cold weather section to steamer ghât 25-11-89 2·75
	Mariani branch—		21·00
	Chenimara to Mariani . . . 7·00		
		28·00	*Mariani branch—*
			Chenimara junction to Mariani—
			For goods traffic . 7-1-85 } 7·00 „ passenger traffic . 26-2-88 }
			TOTAL OPEN MILEAGE . 28·00
	TOTAL STATE LINE WORKED BY THE STATE (SPECIAL GAUGE)	28·00	28·00

D—*continued.*

progress on the 31st March 1895.

BY THE STATE. Special gauge.

Details of construction.	REMARKS.
This line, excepting the alternative cold weather section, is laid with steel rails, 18lbs. to the yard, Vignole's pattern, on wooden sleepers. The extension to Titábar and the branch to Mariani are laid on the existing roads. The alternative cold weather section from Gosáigáon to the steamer ghât is laid with steel rails, 14lbs. to the yard, Fowler's patent. The steepest gradient is 1 in 150. The sharpest curve has a radius of 480 feet and is 468 feet in length.	This line was constructed out of provincial revenues for the convenience of the numerous tea gardens in the neighbourhood of Jorhát. The extension to Titábar, with a branch along the Hatigarh Ali to Mariani, was sanctioned on 13th September 1883. The river siding from Gosáigáon to Baraghop (5·50 miles) has been replaced by the alternative cold weather section to the steamer ghât.

APPENDIX

Railways constructed and in

Special gauge. ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	Miles.
		Miles.		Miles.
LXIX	**Darjeeling-Himalayan—**			
	2′ 0″ GAUGE.			
	Siliguri (328 miles from Calcutta) on the Northern Section of the Eastern Bengal (state) Railway to Darjeeling.	51·00	Siliguri to Kurseong	31·75
			Kurseong to Sonáda	9·75
			Sonáda to Ghúm	5·75
			Ghúm to Darjeeling	3·50
			Darjeeling to Darjeeling bazar	0·25
			TOTAL OPEN MILEAGE	51·00
	TOTAL ASSISTED COMPANY (SPECIAL GAUGE)	51·00		51·00

D—*continued.*

progress on the 31st March 1895.

COMPANY. Special gauge.

Details of construction.	REMARKS.
The line is single throughout. The road has almost continuous curves and windings as it passes across the mountains. Of curves with radii varying from 60 feet (the sharpest) to 1,000 feet there are a total length of 35·55 miles throughout the line. Of gradients there are 40·69 miles of 1 in 50 and less; 1·68 miles of 1 in 51 to 1 in 80; and 0·45 miles of 1 in 81 to 1 in 100— the steepest being 1 in 25·7 up hill. The line, which was originally laid with iron rails, 30lbs. to the yard, on the plains portion, has been re-laid with iron rails 40lbs. to the yard. Steel rails, 41¼lbs. to the yard, are laid on the hill portion. Sâl, oak, and chestnut sleepers are in use but are being gradually renewed with sâl only under 41¼lbs. rails. Half the width of the cart road has been reserved for cart and other traffic.	The line was originally known as the Darjeeling steam tramway, and was constructed by a private company with a provincial guarantee from the Government of Bengal that the gross receipts shall be made up to ₹2,00,000 per annum.

APPENDIX

Railways constructed and in

Special gauge. **LINES OWNED BY NATIVE STATES**

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
LXX	**The Gaekwar's Dabhoi—**		Miles.		
	2′ 6″ GAUGE.				
	Miyágám [228·75 miles from Bombay (Colába) on the Bombay, Baroda and Central India Railway] to Dabhoi	20·00		Miyágám to Dabhoi . . 8-4-73	20·00
	Dabhoi to Báhádarpur . . .	9·64		Dabhoi to Chándod . . 15-4-79	10·62
	Báhádarpur to Bodeli . . .	12·77		Dabhoi to Báhádarpur . 17-9-79	9·64
	Dabhoi to Chándod . . .	10·62		Dabhoi to Goya Gate . . 1-7-80 }	18·63
	Dabhoi to Vishvámitri . . .	18·63		Goya Gate to Vishvámitri . 24-1-81 }	
				Báhádarpur to Bodeli . . 16-6-90	12·77
			71·66	TOTAL OPEN MILEAGE .	71·66
LXXI	2′ 6″ GAUGE. **Anklesvar-Nándod—** Anklesvar [198 miles from Bombay (Colába) on the Bombay, Baroda and Central India Railway] to Párdi		Miles. 19·73		
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANY (SPECIAL GAUGE) .		91·39		71·66

D—*continued.*

progress on the 31st March 1895.

AND WORKED BY COMPANY. Special gauge.

Details of construction.	REMARKS.
The line was originally laid with iron rails weighing 30 lbs. to the yard, for 20 miles, and with steel rails weighing 30 and 31 lbs. to the yard, for 39·25 and 12·50 miles, respectively, on wooden sleepers with sand ballast. The renewals are being made with steel rails, about 8·50 miles having been renewed with 31-lb. steel rails. The width at formation level is 12 feet. The entire line is on an embankment. There are a few small bridges, some of one 40-feet span and some of two 20 and 30-feet spans each; but the drainage of the country is mostly by small nullahs, which are dry for the greater part of the year. There are no bridges specially constructed for cart traffic, but the carts use some of the nullahs to pass under the line. There is no fencing, except what has been put up by the villagers themselves. There are no gradients of 1 in 100 or under. The length and situation of curves under a radius of 1,000 feet are shown below:	The dates of orders for survey and construction are as follow: Miyágám to Dabhoi — Dates for survey, 17-4-69; Dates for construction, 21-3-72 Dabhoi to Chándod and Báhádarpur — Dates for survey, 6-6-77; Dates for construction, 27-11-77 Dabhoi to Baroda — Dates for survey, July 77; Dates for construction, 29-1-79 The line is the property of His Highness the Gaekwar of Baroda. The Dabhoi-Báhádarpur line was extended to Bodeli in 1890. The survey was ordered in February 1887, and construction sanctioned in September 1888. Work was commenced in November 1888 and completed on 16th June 1890. This line is worked and maintained by the Bombay, Baroda and Central India Railway Company. The terms of working will be found on page 150 of Part II of the Railway Administration Report for 1889-90.

Section of line.	Length of curve.	Radius of curve.
Vishvámitri-Dabhoi—	Feet.	Feet.
(Between 0 and 1 mile from Vishvámitri)	1,505	955·48
Dabhoi-Chándod—		
(Between 18 and 20 miles from Vishvámitri)	956	500·00
Báhádarpur-Bodeli—		
(Between 29 and 30 miles from Vishvámitri)	702	700·00

This line is owned by the state of Rajpipla, but will be constructed and worked by the Bombay, Baroda and Central India Railway Company.
Orders for survey of the line issued in April 1893, and the construction of the section from Anklesvar to Párdi was provisionally sanctioned in October 1894.
The works are being contracted for.

APPENDIX

Railways constructed and in

Special gauge. **LINE OWNED BY NATIVE STATE AND**

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles
LXXII	**Cooch Behar—**		
	2′ 6″ GAUGE.		
	Gitaldaha (on the left bank of the Dharlla river opposite Mogalhát) to the right bank of the Torsá river (about 2 miles from the town of Cooch Behar)	22·12	Gitaldaha to the right bank of the Torsá— For goods traffic . . 15-9-93 } 22·12 For passenger traffic . 1-3-94 }
	TOTAL LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY (SPECIAL GAUGE)	22·12	22·12

D—*continued.*

progress on the 31st March 1895.

WORKED BY STATE RAILWAY AGENCY. Special gauge.

Details of construction	REMARKS.
The line runs through an easy country on an embankment 12′ wide. It is single throughout. The rails are flat-footed steel, 25 lbs. to the yard, and are laid on sál and iron-wood sleepers with sand ballast. The bridges are of brickwork with metre gauge girders, except three arched culverts. The line is unfenced. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet, on the main line. There are however, two curves on a fair weather line to the Gitaldaha ghát, the lengths of which are 322 and 436 feet and the radii 500 and 420 feet, respectively.	The trial survey was ordered in May 1891, and the final survey in November of that year. Construction was sanctioned in September and work started in December.

APPENDIX

Railways constructed and in

Special gauge. LINE OWNED AND WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
LXXIII	**Morvi—**		
	2′ 6″ GAUGE.		
	Main line—		*Main line—*
	Wadhwán (389·25 miles from Bombay on the Bombay, Baroda and Central India Railway), *viá* Vánkáner to Morvi . . . . . 68·50		Wadhwán to Dolia . 11-3-86 . 24·00 Dolia to Vánkáner . 20-11-86 . 27·75 Vánkáner to Morvi . 24-3-87 . 16·75 68·50
	Branch—		*Rájkot branch—*
	Vánkáner to Rájkot, point of junction with the Jetalsar-Rájkot railway (*Rájkot branch*) . . . . 25·86		Vánkáner to Rájkot . 1-1-90 . 25·25 Extension across the Aji river to Rájkot junction with the Jetalsar-Rájkot railway . . . 6-8-94 . 0·61 25·86
		94·36	
	TOTAL LINE OWNED AND WORKED BY NATIVE STATE (SPECIAL GAUGE) . . .	94·36	TOTAL OPEN MILEAGE . 94·36

D—*continued.*

progress on the 31st March 1895.

BY NATIVE STATE. Special gauge.

Details of construction.	REMARKS.
This line is laid on the existing bridged and metalled road for the first 24 miles as far as Dolia, and then runs along the line of unbridged and unmetalled road to Vánkáner and Morvi. The permanent-way originally consisted of steel rails, weighing 19lbs. to the yard, laid on light sleepers. These have since been extensively replaced in sections by 29-lb. rails and heavier sleepers. The respective lengths of line now laid with these two classes of permanent-way are: 19-lb. rails . . . 42·75 miles. 29-lb. „ . . . 51·00 „ The extension across the Aji river has been laid with metre gauge rails, weighing 41¼ lbs. to the yard, on creosoted pine sleepers of that gauge. The maximum gradient is 1 in 150, and there are 3·32 miles of curves under a radius of 1,000 feet, particulars of which are given below:	Sanction was given on the 14th December 1883 to the construction of a line which the Thakur Sahib of Morvi had undertaken to build at his own expense from Wadhwán to Rájkot. The scheme was afterwards modified and the line was carried to Morvi, *viâ* Vánkáner, instead of to Rájkot. Plans and estimates for an extension to Rájkot were submitted to Government in 1888, and the extension was completed and opened for traffic on the 1st January 1890. An extension across the Aji river into Rájkot, to effect a junction with the Jetalsar-Rájkot railway, was sanctioned in January 1894.

SECTION OF LINE.	CURVES OF LESS THAN 1,000 FEET RADIUS.	
	Length.	Radii.
	Miles.	
Wadhwan to Dolia— (Between 0 and 24 miles from Wadhwán) .	1·41	Varying from 250 to 850 feet.
Dolia to Vánkáner— (Between 24 and 51 miles)	1·03	„ „ 375 to 800 „
Vánkáner to Morvi— (Between 58 and 65 miles) . .	0·18	„ „ 550 to 850 „
Vánkáner to Rájkot— Between 0 and 23 miles from Vánákner .	0·70	„ „ 500 to 800 „

The main line was opened through its full length on 24th March 1887, being fully bridged and completed.
The line is unfenced.

APPENDIX

Steam tramways outside Municipal limits

Special gauges.

	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
	Tárakeshwar-Magra—	Miles.		Miles.
	2′ 6″ GAUGE.			
	Tárakeshwar (terminus of the Tarkessur railway) to Magra, a station on the East Indian railway.	31·12	Tárakeshwar to Basua . 7-11-94 Basua to Magra . . 8-3-95	12·50 18·62
			TOTAL OPEN MILEAGE .	31·12
	Tezpur-Bálipárá—			
	2′ 6″ GAUGE.			
	Tezpur ghât to Bálipárá	20 00	Tezpur ghât to Bálipárá— For goods traffic . . 9-8-94	20·00
	Cherra-Companyganj—			
	2′ 6″ GAUGE.			
	Companyganj to Thariághát . . 7·50		Companyganj to Thariághát . 16-6-86	7·50
	Thariághát to Komora limestone quarry 0·50	8·00	Thariághát to Komora limestone quarry . . . 1-1-90 TOTAL OPEN MILEAGE .	0·50 8·00
	Powayan—			
	2′ 6″ GAUGE.			
	Sháhjahánpur [311 miles from Moghal Sarai on the Oudh and Rohilkhand (state) railway] to Powayan and thence to Mailáni on the Rohilkund and Kumaon railway. . . .	39·76	Sháhjahánpur to Powayan . 17-6-90 Powayan to Khotar . . 18-5-91 Khotar to Mailáni . . 19-12-94 TOTAL OPEN MILEAGE .	17·00 14·00 8·76 39·76

D—*continued.*

constructed and in progress on the 31st March 1895.

Special gauges.

Details of construction.	REMARKS.
The line is single throughout. The permanent-way consists of flat-bottomed steel rails, weighing 30 lbs. to the yard, laid on patent steel sleepers for 10 miles and pynkado wood sleepers for the remainder, over 6 inches of sand ballast with brick boxing. The bridging on the line is of a simple character. Girders, built or rolled, have been provided for the important water-ways, smaller openings being covered with timber tops, arches, and stoneware pipes. The line is partially fenced. There are no gradients of 1 in 100 or less, and there is only one curve under a radius of 1,000 feet, *viz.*, 955 feet, the length of which is 14·38 chains.	The line has been constructed and is owned and managed by the Bengal Provincial Railway Company, Limited. An extension of about 3 miles from the Magra terminus to Tribeni ghât is under survey.
The permanent-way consists of flat-bottomed steel rails, weighing 30lbs. to the yard, laid on wooden sleepers. The line is unballasted and is single throughout.	The commencement of work was provisionally authorized by the Administration of Assam in 1893, but the line was not formally sanctioned till October 1894.
This line is cross-sleepered. The rails are steel, Vignole's pattern, 25lbs. to the yard. The sleepers are steel, having a central corrugation with the convexity laid downwards. The foot of the rail, exteriorly, is held down by a clip, which is fastened to the sleeper by two bolts, and, interiorly, by a single flat hook with a horizontal shank, which passes under the rail and clip plate and has its end attached by means of a screw and nut to the nearest end of the sleepers. The interior hook is used mainly to keep the line to gauge. The sleepers are 45 inches long and 8 are laid to each rail of 21 feet. The line from Thariághát to Komora is laid with 18-lb. steel rails on wooden sleepers. The steepest gradient on this line is 1 in 42·3 for a length of 1,250 feet; there are no other grades up to 1 in 100. There are seven curves under a radius of 1,000 feet, which occur in the 1st mile from Companyganj. Their aggregate length is 3,910 feet and their radii vary from 350 to 800 feet.	This line is used exclusively for lime-stone traffic. There is an extension, about half a mile in length, from Komora lime-stone quarry to Don Roy's lime-stone quarry, which is treated as a siding in the mileage returns. It is laid with 18-lb. steel rails on wooden sleepers on a gradient of 1 in 100.
The rails are flat-bottomed steel, weighing 25 lbs. to the yard, laid on wooden sleepers and spiked with two spikes outside and one spike inside. The spikes are $\frac{7}{16}''$ square section. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The section from Shâhjahânpur to Khotar was sanctioned for construction in January 1889, and that from Khotar to Mailâni in February 1894. The tramway is under the management of Messrs. Lyall Marshall & Co. of Calcutta who are now the company's managing agents, with a local manager at Shâhjahânpur.

APPENDIX

Steam tramways outside Municipal limits

Special gauges.

	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
	Bhaganwala colliery —		Miles.		
	2′ 6″ GAUGE.				
	Bhaganwala, terminus of the standard gauge siding from Haranpur, to foot of Rewal incline	1·25			
	Rewal incline, double line	0·60			
	Top of Rewal incline to old mines	6·00			
	Total		7·85		
	Dandot colliery—				
	2′ 0″ GAUGE.				
	Kalapani terminus of the Khewra branch of the North Western (state) railway to the mouth of the main mine	1·89		Kalapani to the mouth of the main mine (open for coal traffic only)	5-7-89 1·89
	Head of middle incline to shaft No. 10 of outcrop mine	1·29		Head of middle incline to shaft No. 10 of outcrop mine	1-7-93 1·29
	No. 10 south outcrop mine to Ratta Katha	0·50		No. 10 south outcrop mine to Ratta Katha	1-7-93 0·50
	Ratta Katha to 17 south mine	0·50		Ratta Katha to 17 south mine	1-9-93 0·50
	Head of upper incline to Pidh village	3·00		Total open mileage	4·18
	Total		7·18		
	Thatôn-Duyinzáik—				
	2′ 6″ GAUGE.				
	Thatôn to Duyinzáik on the Donedamie river		7·76	Thatôn to Duyinzáik	11-2-85 7·76

D—*continued.*

constructed and in progress on the 31st March 1895.

Special gauges.

<table>
<tr><th>Details of construction.</th><th>Remarks.</th></tr>
<tr><td>The siding from Bhaganwala to foot of inclines is an ordinary tramway on easy ground. Maximum grades are 1 in 59 and the sharpest curve of a radius of 150 feet.
The Rewal incline surmounts 900 feet vertical lift in 2,850 feet horizontal length, and consists of 2 lines of way strongly anchored; the grades vary from 1 in 2½ to 1 in 17.
The section from Rewal incline to head of old mines is mountain railway, graded 1 in 40 against the empties, and 1 in 50 against loaded trains.
The sharpest curves are of a radius of 150 feet. There are three tunnels varying in length from 220 to 420 feet: also eight bridges of from 15 feet to 90 feet clear span.
The permanent-way on the Rewal incline consists of good 62-lb. Vignole's section rails on 5′ deodar sleepers, well fished and spiked.
On the other sections it consists of 41¼-lb. metre gauge rails also on 5′ deodar sleepers.
The line is unfenced.
The following table shows the length of gradients up to 1 in 100, and of curves under a radius of 1,000 feet:—
<table>
<tr><th colspan="3">Length of gradients.</th><th colspan="2">Curves under a radius of 1,000 feet.</th><th rowspan="2">Remarks.</th></tr>
<tr><th>1/80 and less.</th><th>1/81 to 1/80.</th><th>1/81 to 1/100.</th><th>Length.</th><th>Radii.</th></tr>
<tr><td>Miles.
(a) 4·19</td><td>Miles.
1·22</td><td>Miles.
0·54</td><td>Miles.
2·85</td><td>Varying from 100 to 400 feet.</td><td></td></tr>
</table></td><td>This tramway is being constructed by the North Western (state) railway to develop the Bhaganwala colliery which is worked primarily for the benefit of the railway. It was sanctioned in July 1894.</td></tr>
<tr><td>The line is principally double. The section from Kalapani to the north of main mine consists chiefly of two inclines worked by a steel wire two-tail rope by combined gravity and steam power.
The grades on the inclines vary from 1 in 2½ to 1 in 17, with minimum curves of a radius of 60 feet.
The other two sections contain a third incline with grades of 1 in 3 and 1 in 4, the remainder being a single line tramway along the sides of the mountain with a maximum grade of 1 in 50, the sharpest curve is 150 feet in radius.
The permanent-way consists of old metre gauge 36-lb. and 40-lb. rails laid on deodar sleepers. There is only one large bridge of 60-feet span, which forms part of one of the inclines on a grade of 1 in 2½.
The line is unfenced.
The extension from Ratta Katha to 17 south mine is of the same construction as the above. The grades, however, are more severe, *viz.*, 1 in 25 against the empties, and 1 in 30 against the loaded trains.
The Pidh extension is of the same construction and grading as the tramway from head of incline to Ratta Katha, but one semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself.
The length of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, is shown in the following table:—
<table>
<tr><th colspan="3">Length of gradients.</th><th colspan="2">Curves under a radius of 1,000 feet.</th><th rowspan="2">Remarks.</th></tr>
<tr><th>1/80 and less.</th><th>1/81 to 1/80.</th><th>1/81 to 1/100.</th><th>Length.</th><th>Radii.</th></tr>
<tr><td>Miles.
(b) 4·14</td><td>Miles.
...</td><td>Miles.
...</td><td>Miles.
1·69</td><td>Varying from 74 to 450 feet.</td><td></td></tr>
</table></td><td>This tramway has been constructed by the North Western (state) railway to develop the Dandot colliery which is worked primarily for the benefit of the railway.</td></tr>
<tr><td>The rails are steel, Vignole section: the sleepers are of steel and wood. There are no large bridges. The line is ballasted, but only partially fenced.
An aggregate length of 4,500 feet is situated on a grade of 1/81 to 1/80, and of 3,830 feet on a grade of 1/81 to 1/100, while the total length of curves under a radius of 1,000 feet is 1,343 feet, the radii varying from 207 feet to 500 feet.</td><td>This line is constructed along the public road, which has been specially made in view to tramway communication being established. Its construction and working have been undertaken by Mr. G. E. L. Dawson. Burma originally guaranteed in 1883 a subsidy of ₹8,100 per annum for three years, but the amount was reduced from 11th February 1888 to ₹6,000 per annum with a further guarantee for two years.</td></tr>
</table>

(a) Of this 0·46 mile is on grades varying from 1 in 2·37 to 1 in 4·87, and the rest on grades of 1/81 to 1/80.
(b) Of this 0·43 mile is on grades varying from 1 in 2·3 to 1 in 4, 0·59 miles on grades of 1 in 7·35 to 13·49 and the rest on grades of 1 in 25 to 1 in 50.

APPENDIX

Steam tramways outside Municipal limits

Special gauges.

	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
	Howrah-Sheakhalla—		
	2′ 0″ GAUGE.		
	Telkul Ghât (Howrah) to Sheakhalla	20·00	
	Howrah-Amta—		
	2′ 0″ GAUGE.		
	Telkul Ghât (Howrah) to Amta	30·00	
	Bársi—		
	2′ 6″ GAUGE.		
	Bársi Road (234 miles from Bombay on the Great Indian Peninsula Railway) to the town of Bársi	21·75	

D—*concluded.*

constructed and in progress on the 31st March 1895.

Special gauges.

Details of construction.	REMARKS.
	This line will be constructed by the Bengal District Road Tramways Company, Limited. It was sanctioned for construction in March 1895.
	This line was sanctioned for construction in March 1895. It will be constructed by the Bengal District Road Tramways Company, Limited.
	This line was sanctioned for construction as a steam tramway in December 1892. But owing to the promoters having appealed to the Secretary of State against certain provisions of the order authorizing the construction, fresh negotiations were opened with them in London, and it was at length settled that the line should be designated a light railway to be worked under the provisions of the Indian Railway Act, IX of 1890. A contract is under preparation.

APPENDIX

Statement showing the distribution by provinces of the mileage

PROGRESS.	Madras.	Bombay.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
STANDARD GAUGE.								
STATE LINES WORKED BY COMPANIES.								
Opened for traffic	...	203·11	1,104·10	1,001·61	2·22	719·55	...	...
In progress	8·55	...	26·34	...	...	1·77	...	...
Total length sanctioned	8·55	203·11	1,130·44	1,001·61	2·22	721·32	...	...
STATE LINES WORKED BY THE STATE.								
Opened for traffic	374·84	...	379·72	908·83	1,546 94	...	...	...
In progress	88·93	...	103·44	...	184·13	...	...	...
Total length sanctioned	463·77	...	483·16	908·83	1,731·07	...	...	...
LINES WORKED BY GUARANTEED COMPANIES.								
Opened for traffic	766·22	1,087·08	...	...	...	390 90	...	...
In progress	...	...	...	...		...	...	...
Total length sanctioned	766·22	1,087·08	...	...	...	390·90	...	...
ASSISTED COMPANIES.								
Opened for traffic	...	...	22·23	...	161·40	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	22·23	...	161·40	...	...	...
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
Opened for traffic	...	13·35	...	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	13·35	...	...	...	...	...	...
LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.								
Opened for traffic	...	...	...	...	107·94	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	...	...	107·94	...	...	...
LINES OWNED AND WORKED BY NATIVE STATES.								
Opened for traffic	...	...	...	...	...	...	...	...
In progress	...	...	...	...	...	13·13	...	...
Total length sanctioned	...	...	...	...	...	13·13	...	...
TOTAL.								
Opened for traffic	1,141·06	1,303·54	1,506·05	1,910·44	1,818·50	1,110·45	...	...
In progress	97·48	...	129·78	...	184·13	14·90	...	...
Total length sanctioned	1,238·54	1,303·54	1,635·83	1,910·44	2,002·63	1,125·35	...	...

E.

of railways and of steam tramways outside municipal limits on the 31st March 1895—continued.

Hyder-abad.	Mysore.	Rajputana.	Central India.	Baluchis-tan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portuguese territory.	French territory.	TOTAL.
1·75	...	19·59	481·04	...	...	...	...	...	...	...	3,532·97
...	...	...	60·48	...	...	...	...	...	...	...	97·14
1·75	...	19·59	541·52	...	...	...	...	...	...	...	3,630·11
...	...	...	...	314·63	512·97	...	...	...	...	...	4,037·93
...	...	...	...	87·11	182·50	...	...	...	...	...	646·11
...	...	...	...	401·74	695·47	...	...	...	...	...	4,684·04
134·92	56·03	...	...	...	...	...	151·90	...	...	...	2,587·05
...	...	...	...	...	...	...	...	...	...	...	...
134·92	56·03	...	...	...	...	...	151·90	...	...	...	2,587·05
...	...	...	...	...	...	...	...	...	...	...	183·63
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	183·63
332·32	10·00	...	44·00	...	...	...	12·99	...	...	...	412·66
...	...	...	...	...	...	...	...	...	...	...	...
332·32	10·00	...	44·00	...	...	...	12·99	...	...	...	412·66
...	...	...	...	...	...	...	...	15·92	...	...	123·86
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	15·92	...	...	123·86
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	174·51	...	...	...	...	...	...	...	187·64
...	...	...	174·51	...	...	...	...	...	...	...	187·64
468·99	66·03	19·59	525·04	314·63	512·97	...	164·89	15·92	...	...	10,878·10
...	...	...	234·99	87·11	182·50	...	...	...	...	...	930·89
468·99	66·03	19·59	760·03	401·74	695·47	...	164·89	15·92	...	...	11,808·99

APPENDIX

Statement showing the distribution by provinces of the mileag

Progress.	Madras.	Bombay.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
METRE GAUGE.								
State lines worked by companies.								
Opened for traffic	1,563·88	785·07	441·45	831·05	366·77	33·10	...	...
In progress	...	...	167·52	121·08	...	...	573·16	...
Total length sanctioned	1,563·88	785·07	608·97	952·13	366·77	33·10	573·16	...
State lines worked by the State.								
Opened for traffic	...	...	564·47	...	...	...	...	745·39
In progress	...	...	...	79·20	...	...	...	140·25
Total length sanctioned	...	...	564·47	79·20	...	...	...	885·64
Assisted companies.								
Opened for traffic	...	...	41·19	53·92	...	...	77·50	...
In progress	16·81	47·50	...	...	...	...	...	...
Total length sanctioned	16·81	47·50	41·19	53·92	...	...	77·50	...
Lines owned by native states and worked by companies.								
Opened for traffic	...	121·70	...	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	121·70	...	...	...	...	...	...
Lines owned and worked by native states.								
Opened for traffic	...	...	...	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	...	...	...	...	...	...
Foreign lines.								
Opened for traffic	...	...	...	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	...	...	...	...	...	...
Total.								
Opened for traffic	1,563·88	906·77	1,047·11	884·97	366·77	33·10	77·50	745·39
In progress	16·81	47·50	167·52	200·28	...	...	573·16	140·25
Total length sanctioned	1,580·69	954·27	1,214·63	1,085·25	366·77	33·10	650·66	885·64

E—*continued.*

of railways and of steam tramways outside municipal limits on the 31st March 1895—continued.

Hyder-abad.	Mysore.	Rajputana.	Central India.	Baluchis-tan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portuguese territory.	French territory.	TOTAL.
34·37	296·00	646·50	233·90	...	...	...	...	...	...	...	5,232·09
...	...	...	...	...	...	...	...	...	...	...	861·76
34·37	296·00	646·50	233·90	...	...	...	...	...	...	...	6,093·85
...	...	...	...	...	...	...	...	...	...	...	1,309·86
...	...	...	...	...	...	...	...	...	...	...	219·45
...	...	...	...	...	...	...	...	...	...	...	1,529·31
...	...	...	...	...	...	...	...	...	...	...	172·61
...	...	...	...	...	...	...	...	...	...	...	64·31
...	...	...	...	...	...	...	...	...	...	...	236·92
...	66·60	...	...	...	...	...	...	...	...	...	188·30
...	...	...	...	...	...	...	...	...	...	...	...
...	66·60	...	...	...	...	...	...	...	...	...	188·30
...	...	364·00	...	...	...	380·21	...	...	...	...	744·21
...	...	60·53	...	...	...	50·30	...	...	...	...	110·83
...	...	424·53	...	...	...	430·51	...	...	...	...	855·04
...	...	...	...	...	...	...	...	...	51·00	7·80	58·80
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	51·00	7·80	58·80
34·37	362·60	1,010·50	233·90	...	...	380·21	...	..	51·00	7·80	7,705·87
...	...	60·53	...	...	...	50·30	...	...	...	...	1,256·35
34·37	362·60	1,071·03	233·90	...	...	430·51	...	...	51·00	7·80	8,962·22

APPENDIX

Statement showing the distribution by provinces of the mileage

PROGRESS.	Madras.	Bombay.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
SPECIAL GAUGES.								
STATE LINE WORKED BY THE STATE.								
Opened for traffic	...	...	...	...	...	...	28·00	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	...	...	...		28·00	...
ASSISTED COMPANY.								
Opened for traffic	...	...	51·00	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	51·00	...	...	...	...	...
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANY.								
Opened for traffic	...	71·66	...	...	...	...	...	...
In progress	...	19·73	...	...	...	...	...	...
Total length sanctioned	...	91·39	...	...	...	...	...	...
LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.								
Opened for traffic	...	...	22·12	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	22·12	...	...	...	...	...
LINE OWNED AND WORKED BY NATIVE STATE.								
Opened for traffic	...	...	...	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	...	...	...	...	...	...
TOTAL.								
Opened for traffic	...	71·66	73·12	...	...	...	28·00	...
In progress	...	19·73	...	...	...	...	...	...
Total length sanctioned	...	91·39	73·12	...	...	...	28·00	...
TOTAL ALL RAILWAYS.								
Opened for traffic	2,704·94	2,281·97	2,626·28	2,795·41	2,185·27	1,143·55	105·50	745·39
In progress	114·29	67·23	297·30	200·28	184·13	14·90	573·16	140·25
Total length sanctioned	2,819·23	2,349·20	2,923·58	2,995·69	2,369·40	1,158·45	678·66	885·64
STEAM TRAMWAYS OUTSIDE MUNICIPAL LIMITS.								
Opened for traffic	...	...	31·12	39·76	4·18	...	28·00	7·76
In progress	...	8·25	50·00	...	10·85	...	...	...
Total length sanctioned	...	8·25	81·12	39·76	15·03	...	28·00	7·76

E—*concluded.*

of railways and of steam tramways outside municipal limits on the 31st March 1895—concluded.

Hyderabad.	Mysore.	Rajputana.	Central India.	Baluchistan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portuguese territory.	French territory.	TOTAL.
...	...	...	...	...	...	...	...	...	...	...	28·00
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	28·00
...	...	...	...	...	...	...	...	...	...	...	51·00
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	51·00
...	...	...	...	...	...	...	...	...	...	...	71·66
...	...	...	...	...	...	...	...	...	...	...	19·73
...	...	...	...	...	...	...	...	...	...	...	91·39
...	...	...	...	...	...	...	...	...	...	...	22·12
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	22·12
...	...	...	...	...	...	94·36	...	...	...	...	94·36
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	94·36	...	...	...	...	94·36
...	...	...	...	...	...	94·36	...	...	...	...	267·14
...	...	...	...	...	...	...	...	...	...	...	19·73
...	...	...	...	...	...	94·36	...	...	...	...	286·87
503·36	428·63	1,030·09	758·94	314·63	512·97	474·57	164·89	15·92	51·00	7·80	18,851·11
...	...	60·53	234·99	87·11	182·50	50·30	...	...	...	...	2,206·97
503·36	428·63	1,090·62	993·93	401·74	695·47	524·87	164·89	15·92	51·00	7·80	21,058·08
...	...	...	...	...	...	...	...	...	...	...	110·82
13·50	...	...	...	...	...	...	...	...	...	...	82·60
13·50	...	...	...	...	...	...	...	...	...	...	193·42

APPENDIX F.

Table of railways constructed in, or traversing, native states.

Serial No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commences at: Distance from Naini junction.	Commences at: Nearest railway station.	Ends at: Distance from Naini junction.	Ends at: Nearest railway station.	Intermediate length.
			Miles. Feet.		Miles. Feet.		Miles. Feet.
	STANDARD GAUGE.						
I	East Indian	Rewah*	29 295	Shiurájpur	34 990	Bargarh	5 695
		Rewah*	43 2,715	Bargarh	46 3,012	Dabhaura	3 297
		Rewah*	47 372	Dabhaura	51 2,482	Dabhaura	4 2,110
		Rewah*	98 1,683	Jaitwár	112 3,241	Sutna	14 1,558
		Putter Kacher*	83 4,121	Majhgawán	84 1,510	Majhgawán	... 2,669
		Kothi*	84 1,510	Majhgawán	85 2,711	Majhgawán	1 1,201
		Kothi*	90 896	Majhgawán	91 321	Majhgawán	... 4,705
		Sohawal*	85 2,711	Majhgawán	87 3,990	Majhgawán	2 1,279
		Sohawal*	91 321	Majhgawán	95 5,156	Jaitwár	4 4,835
		Panna*	87 3,990	Majhgawán	90 896	Majhgawán	2 2,186
		Nagode*	95 5,156	Jaitwár	98 1,683	Jaitwár	2 1,807
		Nagode*	112 3,241	Sutna	128 2,099	Maihar	15 4,138
		Maihar*	128 2,099	Maihar	160 4,525	Jukehi	32 2,426
						Total	89 3,506
			Distance from Nágpur junction.		Distance from Nágpur junction.		
II	Bengal-Nágpur	Khairagarh	114 3,960	Bortaláo	139 581	Musrá	24 1,901
		Nándgaon	139 581	Musrá	158 634	Muripár	19 53
		Sakti	302 ...	Báráduár	311 1,901	Sakti	9 1,901
		Raigarh	311 1,901	Sakti	359 3,010	Kanika	48 1,109
		Gángpur	359 3,010	Kanika	365 4,858	Belpahár	6 1,848
		Gángpur	379 2,798	Bágdehi	403 1,584	Bámra	23 4,066
		Gángpur	421 1,901	Kumarkela	463 4,066	Manharpur	42 2,165
		Bámra	403 1,584	Bámra	419 4,752	Gárpos	16 3,168
		Banksai	519 4,224	Amda	524 3,696	Amda	4 4,752
		Dugni	528 1,584	Sini	531 1,584	Sini	3 ...
	Katni branch	Rewah	329 4,910	Kahairi	431 1,742	Chandia	101 2,112
						Total	299 1,955
			Distance from Itársi junction.		Distance from Itársi junction.		
III	Indian Midland—						
	Bhopal-Jhánsi-Agra section.	Bhopal	56 5,023	Bhopal	87 3,105	Bhilsa	30 3,362
		Gwalior	87 3,105	Bhilsa	116 3,160	Básoda	29 55
		Kurwai	116 3,160	Básoda	117 1,096	Básoda	... 3,216
		Gwalior	117 1,096	Básoda	120 2,756	Bágru	3 1,660
		Kurwai	120 2,756	Bágru	122 216	Bágru	1 2,740
		Gwalior	122 216	Bágru	128 2,206	Kalhar	6 1,990
		Bhopal	128 2,206	Kalhar	129 5,206	Bawara	1 3,000
		Kurwai	129 5,206	Bawara	131 3,186	Bawara	1 3,260
		Kurwai	132 4,866	Bawara	137 4,316	Kethora	4 4,730
		Orchha	212 129	Basai	213 3,534	Basai	1 3,405
		Khaniadhána	213 3,534	Basai	217 2,539	Basai	3 4,285
		Datia	248 1,961	Datia	266 4,990	Dabra	18 3,029
		Gwalior	266 4,990	Dabra	334 1,591	Hetampur	67 1,881
		Dholpur	334 1,591	Hetampur	353 4,745	Saiya	19 3,154
	Jhánsi-Mánikpur section.	Orchha	242 477	Jhánsi	243 2,547	Jhánsi	1 2,070
		Orchha	244 1,097	Jhánsi	246 357	Barwa Ságar	1 4,540
		Orchha	246 3,937	Barwa Ságar	249 2,907	Barwa Ságar	2 4,250
		Orchha	252 437	Barwa Ságar	258 647	Teharka	6 210
		Orchha	248 4,287	Teharka	258 4,587	Teharka	10 300
		Orchha	260 1,087	Teharka	267 3,467	Teharka	7 2,380
		Alipura	286 2,217	Harpálpur	290 4,107	Harpálpur	4 1,890
		Alipura	292 3,927	Harpálpur	293 1,517	Harpálpur	... 2,870
		Ganouli	300 827	Jaitpur	301 1,327	Jaitpur	1 500
		Pahra	391 322	Tamlia	391 2,322	Tamlia	... 2,000
		Taraon	391 2,322	Tamlia	396 2,467	Chitrakot	5 145
	Jhánsi-Cawnpore section.	Samther	263 4,907	Moth	268 1,617	Moth	4 1,990
		Samther	276 4,317	Púnch	279 2,877	Púnch	2 3,840
		Samther	281 767	Púnch	284 3,277	Púnch	3 2,510
						Total	242 622
						Carried over	631 803

* The lands occupied by the East Indian railway in the states marked with an asterisk have been ceded to the British Government in full sovereignty, and, therefore, now form part of British India.

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Serial No.	Railway.	Native states traversed. Names of states.	Commences at: Distance from Godhra.	Commences at: Nearest railway station.	Ends at: Distance from Godhra.	Ends at: Nearest railway station.	Intermediate length.
			Miles. Feet.		Miles. Feet.		Miles. Feet.
	STANDARD GAUGE —*continued.*					Brought forward .	631 803
V	GODHRA-RUTLAM	Baria . .	14 1,940	Sunth road .	15 2,400	Sunth road .	1 460
		Baria . .	15 4,150	Sunth road .	35 1,041	Jékót . .	19 2,171
		Jhabua . .	59 2,230	Anás . .	66 4,980	Meghnagar .	7 2,750
		Bari . .	66 4,980	Meghnagar .	68 800	Meghnagar .	1 1,100
		Jhabua . .	68 800	Meghnagar .	75 1,355	Bajranggarh .	7 555
		Holkar . .	75 1,355	Bajranggarh .	83 3,630	Amargarh .	8 2,275
		Jhabua . .	83 3,630	Amargarh .	84 4,130	Amargarh .	1 500
		Holkar . .	84 4,130	Amargarh .	88 500	Bamnia . .	3 1,650
		Jhabua . .	88 500	Bamnia .	91 2,340	Bhairongarh .	3 1,840
		Sailana . .	91 2,340	Bhairongarh .	107 3,080	Marwani . .	16 740
		Rutlam . .	107 3,080	Marwani .	115 1,100	Rutlam . .	7 3,300
						TOTAL .	76 1,501
			Distance from Dhond junction.		Distance from Dhond junction.		
VII	DHOND-MANMÁD .	Nizam's dominions.	105 3,432	Puntámba .	107 2,145	Samvatsar .	1 3,993
			Distance from Kurrachee.		Distance from Kurrachee.		
X	NORTH WESTERN (STATE).	Patiála . .	954 808	Sánahwál .	955 1,668	Doráha . .	4 860
		Patiála . .	956 3,474	Doráha . .	957 2,550	Doráha . .	... 4,356
		Patiála . .	963 375	Khanna . .	963 4,029	Khanna . .	... 3,654
		Patiála . .	969 3,817	Khanna . .	970 4,023	Khanna . .	1 206
		Nábha . .	970 4,023	Khanna . .	970 5,037	Khanna . .	... 1,014
		Patiála . .	970 5,037	Khanna . .	971 3,126	Sirhind . .	... 3,369
		Nábha . .	971 3,126	Sirhind . .	971 3,500	Sirhind . .	... 374
		Patiála . .	971 3,500	Sirhind . .	1,002 3,892	Umballa city .	31 392
		Kapurthala .	882 3,803	East bank, Beas	893 1,133	Hamira . .	10 2,610
		Kapurthala .	910 509	Jullundur cantonment.	921 918	Phagwára . .	11 409
						Adamwahan bridge.	147 2,109
		Bahawalpur .	407 1,668	Reti . .	554 3,777	...	† †
		Kalát . .	359 4,100	Jacobabad .	Ends beyond limit of main line section.	TOTAL .	207 3,513
			Distance from Moghal Sarai.		Distance from Moghal Sarai.		
XII	OUDH AND ROHILKHAND (STATE).	Rámpur . .	376 3,264	Mungra	377 1,244	Mungra . .	... 3,260
		Rámpur . .	377 3,654	Milak . .	396 1,989	Rámpur . .	18 3,615
						TOTAL .	19 1,595
			Distance from Bombay.		Distance from Bombay.		
XXII	GREAT INDIAN PENINSULA.	Akalkot* . .	298 4,257	Tilate (crossing station).	315 2,970	Boroti . .	16 3,993
		Kurundvád .	315 2,970	Boroti . .	324 478	Dudhni . .	8 2,788
		Nizam's dominions.	324 478	Dudhni . .	442 236	Ráichúr . .	117 5,038
		Hyderabad assigned districts.	300 1,402	Khámkhed .	452 825	Pulgaon . .	151 4,703
XXIII	BOMBAY, BARODA AND CENTRAL INDIA—					TOTAL .	295 682
	BOMBAY TO AHMEDABAD.	Jawhár Raja .	72 2,587	Vángaon .	74 3,383	Vángaon . .	2 796
		Baroda . .	134 2,290	Bilimora .	137 3,855	Amalsád . .	3 1,565
		Baroda . .	137 5,157	Amalsád .	138 2,797	Amalsád . .	... 2,920
		Sachin . .	142 2,230	Amalsád .	143 4,676	Vedcha . .	1 2,446
		Baroda . .	148 1,942	Navsári . .	156 2,134	Sachin . .	8 192
		Sachin . .	156 2,134	Sachin . .	160 4,446	Sachin . .	4 2,312
		Baroda . .	177 1,994	Sáyan . .	177 2,657	Sáyan . .	... 663
		Baroda . .	182 4,237	Kim . .	190 2,344	Pánoli . .	7 3,387
		Baroda . .	217 4,285	Pálej . .	218 3,980	Pálej . .	... 4,975
		Baroda . .	219 4,898	Pálej . .	258 3,140	Vásad . .	38 3,522
		Baroda . .	286 1,296	Nadiád . .	287 3,261	Mehmadabad .	1 1,965
	AHMEDABAD TO WADHWÁN.	Bhojwa . .	351 2,065	Viramgám .	351 3,085	Viramgám . .	... 1,020
		Bajána . .	357 3,960	Sábli road .	359 1,760	Sábli road . .	1 3,080
		Bajána . .	360 1,795	Sábli road .	366 3,510	Lilápur road .	6 1,715
		Lakhtar . .	366 3,510	Lilápur road	366 3,750	Lilápur road .	... 240
		Lakhtar . .	369 4,240	Lilápur road .	378 4,170	Lakhtar . .	8 5,210
		Wadhwán . .	378 4,170	Lakhtar .	389 3,020	Wadhwán . .	10 4,130
						TOTAL .	96 3,178
						Carried over .	1,327 4,705

* The lands occupied by the Great Indian Peninsula railway in the state marked with an asterisk have been ceded to the British Government in full sovereignty, and, therefore, now form part of British India.

† Not known.

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Serial No.	Railway.	Native states traversed. Names of states.	Commences at: Distance from Viramgám junction.	Commences at: Nearest railway station.	Ends at: Distance from Viramgám junction.	Ends at: Nearest railway station.	Intermediate length.
	STANDARD GAUGE—*contd.*		Miles. Feet.		Miles. Feet.		Miles. Feet.
XXIII	BOMBAY, BARODA AND CENTRAL INDIA—*contd.*					Brought forward .	1,327 4,705
	PÁTRI BRANCH .	Bhojwa . .	... 3,745	Viramgám .	4 2,818	Jhund . .	3 4,353
		Pátri . .	6 3,829	Jhund . .	9 2,326	Jhund . .	2 3,777
		Bajána . .	9 2,336	Jhund . .	11 196	Jhund . .	1 3,140
		Pátri . .	11 196	Jhund . .	20 2,340	Pátri . .	9 2,144
						TOTAL .	17 2,854
			Distance from Anand junction.		Distance from Anand junction.		
	ÁNAND TO GODHRA.	Pandu Mewas .	33 1,100	Sevalja . .	34 3,540	Timba . .	1 2,440
		Baroda . .	34 3,540	Timba . .	36 460	Timba . .	1 2,200
						TOTAL .	2 4,640
			Distance from Madras.		Distance from Madras.		
XXIV	MADRAS— SOUTH-WEST LINE— BANGALORE BRANCH.	Mysore territory.	163 1,459	Kámasamudram	219 1,875	Bangalore city .	56 416
	NORTH-WEST LINE	Nizam's dominions.	333 5,170	Tungabhadra .	350 4,310	Ráichúr . .	16 4,420
						TOTAL .	72 4,836
			Distance from Jumna bridge, Delhi.		Distance from Jumna bridge, Delhi.		
XXV	DELHI-UMBALLA-KALKA.	Patiála . .	130 5,130	Lalru . .	136 2,150	Lalru . .	5 2,300
		Patiála . .	137 4,140	Lalru . .	138 4,410	Lalru . .	1 270
		Patiála . .	154 3,800	Chandigarh .	160 3,700	Kalka . .	5 5,180
		Kalsia . .	136 2,150	Lalru . .	137 4,140	Lalru . .	1 1,990
		Kalsia . .	138 4,410	Ghaggar .	142 3,900	Ghaggar . .	3 4,770
		Kalsia . .	144 2,600	Ghaggar .	147 2,600	Ghaggar . .	3 ...
						TOTAL .	20 3,950
			Distance from Jalamb junction.		Distance from Jalamb junction.		
XXVII	KHÁMGAON . .	Hyderabad assigned districts.	...	Jalamb . .	7 2,889	Khámgaon .	7 2,889
			Distance from Badnera junction.		Distance from Badnera junction.		
XXVIII	AMRÁOTI . .	Hyderabad assigned districts.	...	Badnera .	5 2,300	Amráoti . .	5 2,300
			Distance from Itársi junction.		Distance from Itársi junction.		
XXIX	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	Bhopal . .	13 660	Hoshangabad .	56 5,023	Bhopal . .	43 4,363
			Distance from Wádi junction.		Distance from Wádi junction.		
XXX	THE NIZAM'S GUARANTEED STATE.	Hyderabad .	...	Wádi . .	309 4,915	Gangineni .	309 4,915
		Hyderabad .	111 3,120	Husain Ságar .	115 58	Hyderabad .	3 2,218
		Hyderabad .	115 2,865	Trimulgherry .	117 3,884	Trimulgherry troop siding.	2 1,019
		Hyderabad .	254 4,195	Dornakal .	271 855	Mineral terminus	16 1,940
						TOTAL .	331 4,812
XXXI	THE GAEKWAR'S PETLÁD—		Distance from Anand junction.		Distance from Anand junction.		
	ÁNAND TO PETLÁD	Baroda . .	6 420	Agás . .	13 1,860	Petlád . .	7 1,440
			Distance from Madras.		Distance from Madras.		
XXXII	KOLAR GOLD-FIELDS	Mysore . .	175 2,444	Bowringpet .	185 2,151	Mysore mines terminus. .	9 4,987
						Carried over .	1,847 4,816

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Serial No.	Railway.	Native states traversed. Names of states.	Commences at: Distance from Kurrachee.	Commences at: Nearest railway station.	Ends at: Distance from Kurrachee.	Ends at: Nearest railway station.	Intermediate length.
			Miles. Feet.		Miles. Feet.		Miles. Feet.
						Brought forward	1,847 4,816
	STANDARD GAUGE—*concld.*						
XXXIII	Rájpura-Bhátinda.	Patiála . .	992 3,865	Rájpura .	1,014 665	Dhablán .	21 2,080
		Nábha . .	1,014 665	Dhablán .	1,017 1,705	Dhablán . .	3 1,040
		Patiála . .	1,017 1,705	Dhablán .	1,019 2,365	Dhablán . .	2 660
		Nábha . .	1,019 2,365	Nábha . .	1,025 2,297	Nábha . .	5 5,212
		Patiála . .	1,025 2,297	Nábha . .	1,027 2,323	Nábha . .	2 26
		Nábha . .	1,027 2,323	Nábha . .	1,028 1,726	Chintanwala .	... 4,683
		Patiála . .	1,028 1,726	Chintanwala .	1,033 1,199	Chintanwala .	4 4,753
		Nábha . .	1,033 1,199	Chintanwala .	1,035 1,526	Chintanwala .	2 327
		Patiála . .	1,035 1,526	Chintanwala .	1,073 4,340	Tappa . .	38 2,814
		Nábha . .	1,075 908	Tappa . .	1,080 2,286	Rámpura Phúl .	5 1,378
		Patiála . .	1,080 2,286	Rámpura Phúl	1,081 3,078	Rámpura Phúl .	1 792
		Patiála . .	1,093 2,117	Bhuchchu .	1,100 2,941	Bhátinda . .	7 824
						Total .	94 3,469
XXXIV	Jammu and Kashmir (Native state section).	Kashmir . .	920 2,640	Suchetgarh .	936 1,320	Tawi river .	15 3,960
						Total standard gauge.	1,958 1,685
	METRE GAUGE—						
XXXIX	Rajputana-Malwa—		Distance from Delhi junction.		Distance from Delhi junction.		
	Delhi to Ahmedabad.	Patandi . .	35 194	Játaoli . .	39 177	Játaoli . .	3 5,263
		Patandi . .	41 218	Játaoli . .	41 255	Játaoli . .	... 37
		Nábha . .	57 180	Báwal . .	68 5	Ajeráka . .	10 5,105
		Ulwar . .	68 5	Ajeráka . .	125 ...	Baswa . .	56 5,275
		Jeypore . .	125 ...	Baswa . .	245 3,100	Sáli . . .	120 3,100
		Jeypore . .	245 4,460	Sáli . .	246 570	Sáli . . .	... 1,390
		Jeypore . .	246 1,025	Sáli . .	247 2,645	Tilaunia . .	1 1,620
		Kishengurh .	245 3,100	Sáli . .	245 4,460	Sáli . . .	... 1,360
		Kishengurh .	246 570	Sáli . .	246 1,025	Sáli . . .	... 455
		Kishengurh .	247 2,645	Tilaunia .	249 1,173	Tilaunia . .	1 3,808
		Kishengurh .	251 1,109	Tilaunia .	261 217	Kishengurh .	9 4,388
		Jodhpore . .	318 ...	Sendra . .	431 4,070	Keshavganj .	113 4,070
		Sirohee . .	431 4,070	Keshavganj .	471 2,750	Maval . .	39 3,960
		Pálanpur . .	471 2,750	Maval . .	508 250	Chhápi . .	36 2,780
		Baroda . .	508 250	Chhápi . .	564 170	Kálol . .	55 5,200
						Total .	452 291
			Distance from Phulera junction.		Distance from Phulera junction.		
	Sámbhar branch .	Jeypore and Jodhpore .	1 48	Phulera .	6 7	Sámbhar . .	4 5,239
		Jodhpore . .	6 7	Sámbhar .	21 5,214	Kuchámanroad .	15 5,207
						Total .	20 5,166
			Distance from Agra junction.		Distance from Agra junction.		
	Agra branch .	Bhurtpore . .	21 88	Ikran . .	58 119	Kherli . .	37 31
		Ulwur . .	58 119	Kherli . .	67 83	Ghosráná . .	8 5,244
		Ulwur . .	68 168	Ghosráná .	69 150	Ghosráná . .	... 5,262
		Ulwur . .	76 ...	Hindaun road	77 50	Rámpura . .	1 50
		Ulwur . .	78 25	Rámpura .	83 145	Biwai . .	5 120
		Ulwur . .	85 ...	Biwai . .	87 43	Biwai . .	2 43
		Jeypore . .	67 83	Ghosráná .	68 168	Ghosráná .	1 85
		Jeypore . .	69 150	Ghosráná .	76 ...	Hindaun road .	6 5,130
		Jeypore . .	77 50	Rámpura .	78 25	Rámpura . .	... 5,255
		Jeypore . .	83 145	Biwai . .	85 ...	Biwai .	1 5,135
		Jeypore . .	87 43	Biwai . .	93 2,758	Bándikui . .	6 2,715
						Total .	72 2,670
						Carried over	545 2,847

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Serial No.	Railway.	Native states traversed. Names of states.	Commences at: Distance from Ajmere junction.	Commences at: Nearest railway station.	Ends at: Distance from Ajmere junction.	Ends at: Nearest railway station.	Intermediate length.
	METRE GAUGE—*contd.*		Miles. Feet.		Miles. Feet.		Miles. Feet.
XXXIX	RAJPUTANA-MALWA—*concld.*					Brought forward	545 2,847
	MALWA SECTION (AJMERE TO KHANDWA).	Oodeypur	41 1,950	Barl	122 5,030	Shambhúpúra	81 3,080
		Oodeypur	125 5,990	Shambhúpúra	127 1,250	Shambhúpúra	1 1,440
		Tonk	122 5,030	Shambhúpúra	125 5,090	Shambhúpúra	3 60
		Tonk	127 1,250	Shambhúpúra	138 2,200	Kesarpura	11 950
		Tonk	143 2,700	Kesarpura	145 1,200	Neemuch	1 3,780
		Sindia	138 2,200	Kesarpura	143 2,700	Kesarpura	5 500
		Sindia	145 1,200	Neemuch	163 2,400	Malhárgarh	18 1,200
		Sindia	174 2,720	Tharod	205 5,130	Dhodhar	31 2,410
		Sindia	249 3,900	Runija	258 3,160	Barnagar	8 4,540
		Sindia	259 4,070	Barnagar	271 1,700	Chambal	11 2,910
		Sindia	278 2,360	Fatehabad	281 3,600	Fatehabad	3 1,240
		Holkar and Sindia combined	282 2,900	Fatehabad	285 4,800	Fatehabad	3 1,900
		Sindia	287 2,700	Ajnod	287 3,300	Ajnod	... 600
		Holkar and Sindia combined	288 1,700	Ajnod	289 2,800	Ajnod	1 1,100
		Holkar and Sindia combined	291 2,900	Ajnod	292 150	Ajnod	... 2,530
		Sindia	292 150	Ajnod	294 150	Pália	2 ...
		Jaora	163 2,400	Malhárgarh	170 1,700	Píplia	6 4,580
		Jaora	171 4,980	Tharod	172 4,280	Tharod	... 4,580
		Jaora	173 1,000	Tharod	173 1,650	Tharod	... 650
		Jaora	205 5,130	Dhodhar	219 4,080	Námli	13 4,230
		Holkar	170 1,700	Píplia	171 4,980	Tharod	1 3,280
		Holkar	172 4,280	Tharod	173 1,000	Tharod	... 2,000
		Holkar	173 1,650	Tharod	174 2,720	Tharod	1 1,070
		Holkar	271 1,700	Chambal	278 2,360	Fatehabad	7 660
		Holkar	281 3,600	Fatehabad	282 2,900	Fatehabad	... 4,580
		Holkar	285 4,800	Fatehabad	287 2,700	Ajnod	1 3,180
		Holkar	287 3,300	Ajnod	288 1,700	Ajnod	... 3,680
		Holkar	289 2,800	Ajnod	291 2,900	Ajnod	2 100
		Holkar	294 150	Pália	355 ...	Mortakka	60 5,130
		Holkar	358 1,200	Sanáwad	363 1,800	Nimar Kheri	5 600
		Holkar	366 3,300	Nimar Kheri	367 1,450	Nimar Kheri	... 3,430
		Rutlam	219 4,080	Námli	222 3,050	Námli	2 4,250
		Rutlam	222 5,050	Námli	226 650	Námli	3 880
		Rutlam	229 550	Rutlam	235 400	Rutlam	5 5,130
		Rutlam	235 1,050	Rutlam	242 4,830	Naugánwán	7 3,780
		Rutlam	244 4,880	Naugánwán	246 4,930	Naugánwán	2 50
		Sailána	222 3,050	Námli	222 5,050	Námli	... 2,000
		Sailána	226 650	Námli	229 550	Rutlam	2 5,180
		Sailána	235 400	Rutlam	235 1,050	Rutlam	... 650
		Sailána	242 4,830	Naugánwán	244 4,880	Naugánwán	2 50
		Sailána	246 4,930	Naugánwán	249 600	Runija	2 950
		Dhár	249 600	Runija	249 3,900	Runija	... 3,300
		Dhár	258 3,160	Barnagar	259 4,070	Barnagar	1 910
						TOTAL	319 2,030
			Distance from Fatehabad junction.		Distance from Fatehabad junction.		
	UJJAIN BRANCH	Sindia	...	Fatehabad	10 400	Ujjain	10 400
		Holkar	10 400	Ujjain	10 2,700	Ujjain	... 2,300
		Sindia	10 2,700	Ujjain	14 1,500	Ujjain.	3 4,080
						TOTAL	14 1,500
			Distance from Rewári junction.		Distance from Rewári junction.		
	REWÁRI TO FEROZEPORE.	Dujána	19 1,300	Kosli	19 3,350	Kosli	... 2,050
		Dujána	20 220	Kosli	22 430	Jhárlí	2 210
		Jínd	29 2,975	Jhárlí	45 2,000	Mánheru	15 4,305
		Patiála	164 2,100	Kalánwáli	190 2,330	Goniána	26 230
		Patiála	190 4,000	Goniána	191 300	Goniána	... 1,580
		Farídkot	190 2,330	Goniána	190 4,000	Goniána	... 1,670
		Farídkot	191 300	Goniána	195 2,400	Goniána	4 2,100
		Farídkot	203 2,475	Jaitu	231 2,200	Golehwála	27 5,005
		Nábha	195 2,400	Goniána	203 2,475	Jaitu	8 75
						TOTAL	85 1,385
						Carried over	964 2,482

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Serial No.	Railway.	Native states traversed. Names of states.	Commences at: Distance from Kot Kapúra junction.	Commences at: Nearest railway station.	Ends at: Distance from Kot Kapúra junction.	Ends at: Nearest railway station.	Intermediate length.
	METRE GAUGE—*contd.*		Miles. Feet.		Miles. Feet.		Miles. Feet.
XXXIX	RAJPUTANA-MALWA—*concld.*					Brought forward	964 2,482
	FÁZILKA BRANCH .	Farídkot . .	...	Kot Kapúra .	7 2,350	Bariwála . .	7 2,350
			Distance from Cawnpore.		Distance from Cawnpore.		
	CAWNPORE TO ACHNERA.	Bhurtpore .	221 3,540	Bhainsa . .	225 384	Bhainsa . .	3 2,124
			Distance from Pálanpur.		Distance from Pálanpur.		
XL	PÁLANPUR-DEESA .	Pálanpur . .	...	Pálanpur .	17 2,240	Deesa . .	17 2,240
			Distance from Portuguese frontier.		Distance from Portuguese frontier.		
XLI	SOUTHERN MAHRATTA—MAIN LINE	Nizam's dominions.	126 3,813	Harlápur .	161 488	Munirabad .	34 1,955
		Venkatagiri .	395 4,488	Tarlupádu .	405 3,549	Márkapur road .	9 4,341
		Venkatagiri .	408 3,436	Márkapur road	409 2,845	Gajjalakonda .	... 4,689
		Venkatagiri .	412 1,883	Gajjalakonda .	429 3,300	Kurichédu .	17 1,417
						TOTAL .	62 1,842
			Distance from Londa junction.		Distance from Londa junction.		
	POONA BRANCH .	Kurundvád .	26 1,125	Desur . .	28 4,325	Desur . .	2 3,200
		Sangli . .	37 4,150	Sulebhávi .	38 2,975	Sulebhávi . .	... 4,105
		Sangli . .	41 2,625	Sulebhávi .	47 1,250	Suldhál . .	5 3,905
		Kurundvád .	49 3,375	Suldhál . .	50 2,200	Suldhál . .	... 4,105
		Kolhápur . .	79 3,500	Chikodi road .	80 3,100	Chikodi road .	... 4,880
		Kurundvád .	80 3,100	Chikodi road .	82 3,350	Raibag . .	2 250
		Kolhápur . .	82 3,350	Raibag . .	88 4,125	Raibag . .	6 775
		Kolhápur . .	91 50	Raibag . .	94 4,000	Kudchi . .	3 3,950
		Sangli . .	99 900	Kudchi . .	103 1,825	Shedbal . .	4 925
		Miraj . .	108 1,875	Shedbal . .	110 4,280	Shedbal . .	2 2,405
		Sangli . .	110 4,280	Shedbal . .	113 5,125	Miraj . .	3 845
		Miraj . .	113 5,125	Miraj . .	119 5,230	Miraj . .	6 105
		Sangli . .	123 1,900	Sangli . .	123 2,200	Sangli . .	... 300
		Miraj . .	123 2,000	Sangli . .	125 2,480	Sangli . .	2 480
		Sangli . .	125 2,480	Sangli . .	126 2,950	Sangli . .	1 470
		Sangli . .	127 1,600	Sangli . .	130 2,120	Ashta road .	3 520
		Aundh . .	142 1,800	Kundal road .	143 2,590	Kundal road .	1 790
		Sangli . .	143 2,575	Kundal road .	143 4,825	Kundal road .	... 2,250
		Aundh . .	144 2,825	Kundal road .	145 1,575	Takari . .	... 4,030
		Sangli . .	145 1,575	Takari . .	146 1,850	Takari . .	1 275
		Sangli . .	146 3,950	Takari . .	147 1,340	Takari . .	... 2,670
		Aundh . .	150 3,420	Takari . .	151 3,160	Shenoli . .	... 5,020
		Aundh . .	164 4,225	Karad . .	165 1,380	Karad . .	... 2,435
		Jamkhandi .	169 3,250	Masur . .	171 1,675	Masur . .	1 3,705
		Phaltan . .	212 2,575	Wathar . .	224 140	Lonand . .	11 2,845
						TOTAL .	63 2,440
			Distance from Gadag junction.		Distance from Gadag junction.		
	BIJÁPUR BRANCH .	Rámdurg . .	21 2,030	Mallápur .	26 3,380	Álúr . .	5 1,350
		Sangli . .	149 3,980	Lachyán .	153 5,250	Lachyán .	4 1,270
		Akalkot . .	156 1,320	Lachyán .	166 2,860	Tadval . .	10 1,540
						TOTAL .	19 4,160
			Distance from Hubli junction.		Distance from Hubli junction.		
	HARIHAR BRANCH	Jamkhandi .	5 807	Kundgol .	18 4,826	Gudgeri . .	13 4,019
		Miraj Mulla .	18 4,826	Gudgeri .	23 4,284	Yalvigi . .	4 4,738
		Savanúr . .	30 2,009	Hattimattur .	30 2,656	Hattimattur .	... 647
		Savanúr .	37 588	Karajgi . .	38 4,558	Karajgi . .	1 3,970
						TOTAL .	20 2,814
XLIII	SOUTHERN MAHRATTA (MYSORE SECTION).	Mysore . .	81 1,320	Harihar . .	377 1,636	Mysore . .	296 316
						Carried over	1,454 4,928

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Serial No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commences at: Distance from Sára.	Commences at: Nearest railway station.	Ends at: Distance from Sára.	Ends at: Nearest railway station.	Intermediate length.
	METRE GAUGE—*contd.*		Miles. Feet.		Miles. Feet.		Miles. Feet.
						Brought forward .	1,454 4,928
XLVII	Eastern Bengal (state) (Northern section).	Cooch Behar .	157 2,253	Haldibári .	163 1,891	Mandalghát .	5 4,918
			Distance from Mehsána junction.		Distance from Mehsána junction.		
LVII	The Gaekwar's Mehsána—						
	Mehsána to Viramgám.	Baroda . .	...	Mehsána .	10 313	Jhotana . .	10 313
		Mahi Kántha .	10 313	Jhotana .	12 261	Jhotana . .	1 5,228
	Mehsána to Pátan	Baroda . .	...	Mehsána .	25 ...	Pátan . .	25 ...
	Mehsána to Kherálu.	Baroda . .	...	Mehsána .	27 25	Kherálu . .	27 25
						Total .	64 286
			Distance from Miraj junction.		Distance from Miraj junction.		
LVIII	Kolhápur . .	Miraj senior state	...	Miraj . .	3 2,112	Miraj . .	3 2,112
		Kolhápur state .	5 2,323	Shirol road .	29 1,056	Kolhápur . .	23 4,013
						Total .	27 845
			Distance from Yesvantpur.		Distance from Yesvantpur.		
LIX	Yesvantpur-Mysore frontier.	Mysore . .	...	Yesvantpur .	51 1,848	Dod Kurugod .	51 1,848
			Distance from Mysore.		Distance from Mysore.		
LX	Mysore-Nanjangúd	Mysore . .	...	Mysore . .	15 1,320	Nanjangúd .	15 1,320
LXI	Jodhpore-Bickaneer—		Distance from Marwar junction.		Distance from Marwar junction.		
	Marwar railway junction to Kuchámán road	Jodhpore . .	...	Marwar . .	201 ...	Kuchámán road .	201 ...
	Merta road to Bickaneer.	Jodhpore . .	128 ...	Merta road .	187 2,590	Bhagu . .	59 2,590
		Bickaneer .	187 2,590	Bhagu . .	187 4,326	Bhagu . .	... 1,736
		Jodhpore . .	187 4,326	Bhagu . .	188 340	Bhagu . .	... 1,294
		Bickaneer .	188 340	Bhagu . .	231 ...	Bickaneer .	42 4,940
	Lúni to Pachpadra	Jodhpore . .	44 ...	Lúni junction .	104 ...	Pachpadra .	60 ...
						Total .	364 ...
			Distance from Bhávnagar bandar.		Distance from Bhávnagar bandar.		
LXII	Bhávnagar-Gondal-Junágarh-Porbandar—						
	Bhávnagar to Wadhwán.	Bhávnagar .	...	Bhávnagar .	3 3,900	Ghadechi .	3 3,900
		Bhávnagar .	5 1,500	Ghadechi .	9 2,920	Vartej . .	4 1,420
		Shampura Girásia	9 2,920	Vartej . .	10 4,380	Vartej . .	1 1,460
		Bhávnagar .	10 4,380	Vartej . .	11 300	Vartej . .	... 1,200
		Bhojpura Girasia	11 300	Vartej . .	11 2,500	Sihor . .	... 2,200
		Bhávnagar .	11 2,500	Sihor . .	18 1,900	Songad . .	6 4,680
		Songad Girasia .	18 1,900	Songad . .	19 3,380	Songad . .	1 1,480
		Bhávnagar .	19 3,380	Songad . .	25 2,900	Sanosra . .	5 4,800
		Vaori Girasia .	25 2,900	Sanosra . .	28 1,800	Sanosra . .	2 4,180
		Bhávnagar .	28 1,800	Sanosra . .	32 3,360	Dhola . .	4 1,560
		Wangdra Girasia	32 3,360	Dhola . .	33 1,850	Dhola . .	... 3,770
		BhojavadarGirasia	33 1,850	Dhola . .	35 3,100	Dhola . .	2 1,250
		Chabharia Girasia	35 3,100	Dhola . .	38 1,200	Ujalváv . .	2 3,380
		Bhávnagar . .	38 1,200	Ujalváv .	38 2,700	Ujalváv . .	... 1,500
		Ramanka Girasia	38 2,700	Ujalváv .	39 2,950	Ujalváv	1 250
		Chitravad Girasia	39 2,950	Ujalváv .	40 4,280	Ujalváv	1 1,330
		Ahungpur Girasia	40 4,280	Ujalváv . .	43 2,700	Ningála . .	2 3,700
		Vala . .	43 2,700	Ningála . .	44 1,550	Ningála . .	... 4,130
		Ishwaria Girasia	44 1,550	Ningála . .	44 2,400	Ningála . .	... 850
		Bhávnagar .	44 2,400	Ningála . .	60 4,420	Botád . .	16 2,020
		Chuda . .	75 1,360	Ránpur . .	82 2,100	Chuda . .	7 740
		Karol . .	82 2,100	Chuda . .	85 20	Chuda . .	2 3,200
		Limbdi . .	85 20	Chuda . .	93 1,530	Limbdi . .	8 1,510
		Wadhwán . .	93 1,530	Limbdi . .	104 1,600	Wadhwán city .	11 70
							88 1,780
						Carried over .	1,982 3,585
							88 1,780

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Serial No.	Railway.	Native states traversed.						Intermediate length.	
		Names of states.	Commences at: Distance from Jetalsar junction.	Commences at: Nearest railway station.	Ends at: Distance from Jetalsar junction.	Ends at: Nearest railway station.			
			Miles. Feet.		Miles. Feet.			Miles.	Feet.
LXII	METRE GAUGE—*concld.*								
	BHÁVNAGAR-GONDAL-JUNÁGÁRH-PORBANDAR—*concld.*						Brought forward	1,982	3,585
	DHOLA TO PORBANDAR.	Bhávnagar	32 ...	Dhola	32 4,820	Dhola		...	4,820
		Wangdra Girasia	32 4,820	Dhola	33 500	Dhola		...	960
		Bhojavadar Girasia.	33 500	Dhola	34 880	Dhola		1	380
		Bhávnagar	34 880	Dhola	34 1,100	Dhola		...	220
		Ingorala Girasia	34 1,100	Dhola	37 850	Jália		2	5,030
		Limbda Girasia	37 850	Jália	40 2,000	Jália		3	1,150
		Jália Girasia	40 2,000	Jália	41 1,000	Jália		...	4,280
		Bhávnagar	41 1,000	Jália	47 1,350	Dhasa		6	350
		Baroda	47 1,350	Dhasa	54 4,900	Láthi		7	3,550
		Láthi	54 4,900	Láthi	58 2,520	Láthi		3	2,900
		Jetpur	58 2,520	Láthi	63 480	Chital		4	3,240
		Baroda	63 480	Chital	65 100	Chital		1	4,900
		Jetpur	65 100	Chital	70 3,620	Chital		5	3,520
		Kotra Pitha	70 3,620	Chital	73 2,930	Luni-dhár		2	4,590
		Jetpur	73 2,930	Luni-dhár	78 1,700	Luni-dhár		4	4,050
		Junágarh	78 1,700	Luni-dhár	78 3,950	Luni-dhár		...	2,250
		Jetpur	78 3,950	Luni-dhár	87 5,110	Kunkáváv		9	1,160
		Junágarh	87 5,110	Kunkáváv	91 3,860	Khákharya		3	4,030
		Jetpur	91 3,860	Khákharya	94 2,400	Khákharya		2	3,820
		Junágarh	94 2,400	Khákharya	96 800	Vávdi		1	3,680
		Bantwa	96 800	Vávdi	96 4,500	Vávdi		...	3,700
		Junágarh	96 4,500	Vávdi	97 1,420	Vávdi		...	2,200
		Bantwa	97 1,420	Vávdi	98 1,660	Vávdi		1	240
		Junágarh	98 1,660	Vávdi	101 4,700	Vávdi		3	3,040
		Jetpur	101 4,700	Vávdi	110 3,100	Jetalsar		8	3,680
		Gondal	110 3,100	Jetalsar	112 4,100	Jetalsar		2	1,000
		Junágarh	112 4,100	Jetalsar	117 1,200	Dhoraji		4	2,380
		Gondal	117 1,200	Dhoraji	151 2,330	Jám Jodhpur		34	1,130
		Navanagar	151 2,330	Jám Jodhpur	173 300	Sakhpur		21	3,250
		Porbandar	173 300	Sakhpur	189 5,150	Porbandar		16	4,850
							TOTAL	246	1,650
			Distance from Jetalsar junction.		Distance from Jetalsar junction.				
	JETALSAR TO VERÁVAL	Gondal	...	Jetalsar	1 4,670	Jetalsar		1	4,670
		Jetpur	1 4,670	Jetalsar	4 2,055	Choki		2	2,665
		Gondal	4 2,055	Choki	4 3,610	Choki		...	1,555
		Junágarh	4 3,610	Choki	40 5,010	Keshod		36	1,400
		Mangrol	40 5,010	Keshod	47 1,050	Mália		6	1,320
		Junágarh	47 1,050	Mália	67 980	Verával		19	5,210
							TOTAL	67	980
LXIII	JETALSAR-RÁJKOT	Gondal	...	Jetalsar	... 4,400	Jetalsar		...	4,400
		Junágarh	... 4,400	Jetalsar	4 1,590	Navagadh		3	2,470
		Jetpur	4 1,590	Navagadh	8 3,400	Virpur		4	1,810
		Virpur	8 3,400	Virpur	12 5,165	Virpur		4	1,765
		Gondal	12 5,165	Virpur	27 4,040	Gondal		14	4,155
		Kolda Sangani	27 4,040	Gondal	31 3,970	Ribda		3	5,210
		Gondal	31 3,970	Ribda	34 20	Ribda		2	1,330
		Shapur Taluka	34 20	Ribda	36 2,300	Ribda		2	2,280
		Gadhka Taluka	36 2,300	Ribda	36 4,975	Ribda		...	2,675
		Lodhika Taluka	36 4,975	Ribda	37 225	Ribda		...	530
		Gadhka Taluka	37 225	Ribda	38 2,570	Ribda		1	2,345
		Lodhika Taluka	38 2,570	Ribda	38 3,040	Ribda		...	470
		Kankashiali Taluka	38 3,040	Ribda	39 2,610	Ribda		...	4,850
		Kotaria Taluka	39 2,610	Ribda	42 2,600	Rájkot		2	5,270
		Rájkot	42 2,600	Rájkot	45 3,100	Rájkot		3	500
		Rájkot	45 3,700	Rájkot	45 4,800	Rájkot		...	1,100
							TOTAL	45	4,200
							TOTAL METRE GAUGE.	2,341	5,135

APPENDIX F—*concluded.*

Table of railways constructed in, or traversing, native states—concluded.

Serial No.	Railway.	Native states traversed.							
		Names of states.	Commences at		Ends at			Intermediate length.	
			Distance from Miyágám junction.	Nearest railway station.	Distance from Miyágám junction.	Nearest railway station.			
			Miles. Feet.		Miles. Feet.			Miles.	Feet.
	SPECIAL (2′ 6″) GAUGE.								
LXX	The Gaekwar's Dabhoi—Miyágám to Bodeli.	Baroda	...	Miyágám	42 1,051	Bodeli		42	1,051
			Distance from Vishvámitri junction.		Distance from Vishvámitri junction.				
	Vishvámitri to Chándod.	Baroda	...	Vishvámitri	26 2,010	Ten Taláv		26	2,010
		Sankheda Mewas (Rewa Kántha Agency).	26 2,010	Ten Taláv	29 3,000	Chándod		3	990
						Total		29	3,000
			Distance from Gitaldaha ghát.		Distance from Gitaldaha ghát.				
LXXII	Cooch Behar	Cooch Behar	...	Gitaldaha ghát	22 634	Torsá river		22	634
			Distance from Wadhwán junction.		Distance from Wadhwán junction.				
LXXII	Morvi	Wadhwán	1 ...	Wadhwán	2 1,440	Wadhwán		1	1,440
		Kherali	2 1,440	Wadhwán	4 1,440	Wadhwán		2	...
		Múli	4 1,440	Wadhwán	19 192	Múli		14	4,032
		Sáyla	19 192	Múli	31 2,280	Dolia		12	2,088
		Chotila	31 2,280	Dolia	33 72	Thán		1	3,072
		Lakhtar	33 72	Thán	42 408	Thán		9	336
		Vánkáner	42 408	Thán	59 3,420	Vánkáner		17	3,012
		Morvi	59 3,420	Vánkáner	68 500	Morvi		8	2,360
	Rájkot branch	Vánkáner	51 4,800	Vánkáner	64 3,000	Sindhávadar		12	3,480
		Dhrob	64 3,000	Sindhávadar	65 3,168	Sindhávadar		1	168
		Khoráná	65 3,168	Sindhávadar	70 1,248	Khoráná		4	3,360
		Gavoridar	70 1,248	Khoráná	73 3,384	Rájkot		3	2,136
		Rájkot	73 3,384	Rájkot	77 1,728	Rájkot		3	4,838
						Total		92	3,922
						Total special gauge.		186	3,327
						Total all gauges		4,486	4,867

APPENDIX G.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

Main head and sub-head.	STANDARD STATE LINES CONSTRUCTED							
	PATNA-GYA. (a) (57·00 Miles.) Half-year ending 30th June 1879.		DHOND-MANMÁD. (145·50 Miles.) Half-year ending 30th June 1878.		LATE PUNJAB NORTHERN. (c) (445·50 Miles.) Half-year ending 30th June 1884.		LATE INDUS VALLEY. (c) (651·00 Miles.) Half-year ending 30th June 1882.	
	Total of each main or sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹
I.—Preliminary expenses—	6,719	118						
1. Survey expenses	...	...	22,545	155	3,32,996	748	8,01,429	1,231
2. Plant	...	...	580	4	14,819	33	60,113	92
3. Establishment	...	...	1,02,983	708	7,44,629	1,671	4,39,765	676
II.—Land	56,396	989	30,359	209	8,33,486	1,871	3,17,344	487
III.—Formation—								
1. Earthwork	1,95,559	3,431	9,47,608	6,513	77,23,050	17,336	66,23,820	10,175
2. Tunnels	...	...	...	...	8,94,570	2,008	...	...
IV.—Bridgework—								
1. Large bridges	95,581	1,767	57,175	393	1,91,97,672	43,092	1,33,42,769	20,496
2. Minor bridges	1,47,443	2,587	14,285	98	20,00,858	4,491	35,06,507	5,386
V.—Fencing, &c.—								
1. Fencing	826	14	115	1	4,62,226	1,038	1,16,785	179
2. Road crossings 3. Mile and gradient posts	13,096	230	1,191	8	2,78,277	625	3,36,679	517
VI.—Electric telegraph	...	...	...	...	17,190	38	68,011	105
VII.—Ballast and permanent-way—								
1. Ballast	25,001	439	2,63,541	1,811	26,55,233	5,960	45,61,663	7,007
2. Permanent-way	15,15,140	26,581	36,47,121	25,066	1,49,90,892	33,650	2,13,70,858	32,828
VIII.—Stations and buildings—								
1. Stations and offices	84,814	1,488	22,043	151	21,94,900	4,947	14,39,731	2,212
2. Workshops, store buildings, &c.	2,056	36	1,107	8	8,24,816	1,851	8,14,428	1,251
3. Staff quarters	35,492	623	25,512	175	16,05,655	3,604	21,14,409	3,248
4. Station machinery	63,657	1,116	36,915	254	15,43,374	3,464	15,88,816	2,440
IX.—Plant—								
1. Engineering	33,612	590	1,00,897	693	25,25,391	5,669	15,39,389	2,365
2. Locomotive	...	...	...	...	4,25,579	955	30,669	47
3. Carriage and wagon	2,322	41	...	...	3,385	8	22,946	35
4. Station and office furniture.	9,825	172	5,351	37	2,02,503	454	2,93,527	451
X.—Ferries, &c.—								
1. Ferries 2. Floating bridges	...	...	...	...	...	...	4,19,789	645
XI.—Rolling stock—								
1. Locomotive	...	...	1,64,427	1,130	26,03,789	5,845	40,44,662	6,213
2. Carriage and wagon	28,924	507	98,165	675	46,32,359	10,398	67,24,473	10,329
XII.—General charges—								
1. Direction or general	47,115	826	31,376	216	12,09,163	2,714	14,85,028	2,281
2. Engineering	96,086	1,686	2,12,084	1,457	35,39,430	7,945	43,50,510	6,683
3. Stores	24,619	432	37,577	258	6,46,970	1,452	6,97,198	1,071
4. Audit and account	12,231	215	24,294	167	4,55,550	1,022	4,38,078	673
5. Medical and sanitation	862	15	14,690	101	1,15,691	260	2,38,366	366
Loss by Exchange	...	...	...	...	...	...	...	...
Total	(b) 24,97,130	(b) 43,809	(b) 58,60,956	(b) 40,281	(b) 7,25,48,225	(b) 1,62,847	(b) 7,76,88,880	(b) 1,19,337

(a) Now amalgamated with the East Indian railway.
(b) Less receipts on capital account.
(c) Now amalgamated with the North-Western (state) railway.

G.

end of the half-year in which the last open section of each line was completed.

GAUGE. BY THE STATE.										
SIND-SAGAR (EASTERN SECTION). (c) (62·50 MILES.) HALF-YEAR ENDING 30TH JUNE 1887.		SIND-SAGAR (WESTERN SECTION). (c) (314·50 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1887.		NORTH WESTERN (PISHIN SECTION). (454·82 MILES.) (d) HALF-YEAR ENDING 30TH JUNE 1892.		AMRITSAR-PATHÁNKOT. (c) (64·79 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1884.		JAMMU AND KASHMIR (BRITISH SECTION). (e) (8·49 MILES.) HALF-YEAR ENDING 30TH JUNE 1890.		MAIN HEAD AND SUB-HEAD.
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	
9	...	75,953	242	6,78,138	1,495			4,642	547	I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	6,131	95	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	38,238	590	...	...	3. Establishment.
31,912	510	2,30,637	733	2,45,157	539	1,78,635	2,757	7,327	863	II.—LAND.
				2,41,38,336	53,072			7,865	926	III.—FORMATION—
				...	...	4,10,938	6,329	...	...	1. Earthwork.
				...	...	...	...	...	...	2. Tunnels.
				1,65,91,496	36,479			5,635	664	IV.—BRIDGEWORK—
1,44,122	2,306	40,28,074	12,808	...	...	4,40,982	6,806	...	...	1. Large bridges.
				...	...			...	...	2. Minor bridges.
				3,83,099	842			3,357	395	V.—FENCING, &C.—
				...	...	1,19,272	1,841	...	...	1. Fencing.
				...	...	22,208	343	...	...	2. Road crossings.
										3. Mile and gradient posts.
...	...	...	...	48,688	107	6,694	103	...	...	VI.—ELECTRIC TELEGRAPH.
11,16,158	17,858	90,55,497	28,793	2,32,76,018	51,176			1,64,457	19,371	VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	...	...	7,53,084	11,623	...	...	1. Ballast.
...	...	...	...	...	...	21,03,253	32,463	...	...	2. Permanent-way.
1,14,236	1,828	11,26,231	3,581	57,48,891	12,640			31,436	3,703	VIII.—STATIONS AND BUILDINGS—
...	...	...	...	...	...	2,56,155	3,954	...	...	1. Stations and offices.
...	...	...	...	...	...	...	...	...	...	2. Workshops, store buildings, &c.
...	...	...	...	...	...	1,10,046	1,698	...	...	3. Staff quarters.
...	...	...	...	...	...	1,74,868	2,699	...	...	4. Station machinery.
7,389	118	2,65,822	845	18,19,924	4,002			1,258	148	IX.—PLANT—
...	...	...	...	...	...	2,435	38	...	...	1. Engineering.
...	...	...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	33,985	525	...	...	4. Station and office furniture.
		8,628	27							X.—FERRIES, &C.—
...	...	...	...	...	...	...	...	...	...	1. Ferries.
										2. Floating bridges.
2,50,408	4,007	15,47,971	4,922	74,15,587	16,305					XI.—ROLLING STOCK—
...	...	...	...	...	...	1,33,402	2,059	...	...	1. Locomotive.
...	...	...	...	...	...	2,94,958	4,553	...	...	2. Carriage and wagon.
9,977	160	6,16,151	1,959	38,79,814	8,531			15,144	1,784	XII.—GENERAL CHARGES—
...	...	...	...	...	...	1,38,330	2,135	...	...	1. Direction or general.
...	...	...	...	...	...	...	...	...	...	2. Engineering.
...	...	...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	...	...	...	...	5. Medical and sanitation.
91,170	1,459	12,11,660	3,853	27,76,730	6,105	...	...	...	...	Loss by Exchange.
17,65,381	28,246	1,81,66,621	57,763	8,70,01,879	1,91,289	(b) 52,19,922	(b) 80,567	2,41,121	28,401	TOTAL.

(d) Including 98·68 miles of the Quetta loop line, which is under reconstruction on a new alignment.
(e) Funds were provided by the Government of India, but the line was constructed by the Kashmir Darbar.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

Main head and sub-head.	STANDARD — STATE LINES CONSTRUCTED BY THE STATE—*concld.*						STANDARD — STATE LINES			
	WARDHA COAL. (46·50 Miles.) (a) Half-year ending 31st December 1877.		DILDÁRNAGAR-GHÁZIPUR. (d) (12·00 Miles.) Half-year ending 31st December 1880.		HYDERABAD-SHADIPALLI. (58·91 Miles.) Half-year ending 31st December 1892.		PÁTRI. (e) (22·13 Miles.) Half-year ending 30th June 1873.		BENGAL-NÁGPUR. (860·88 Miles.) (f) Half-year ending 30th June 1893.	
	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹
I.—Preliminary expenses—					36,345	617	9,008	407	14,96,327	1,738
1. Survey expenses	84,737	1,822	2,218	185	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...	...	...
3. Establishment	6,905	149	...	...	...	...	...	...	...	...
II.—Land	3,866	83	4,048	337	18,499	314	23,812	1,076	5,97,139	694
III.—Formation—					1,35,845	2,306			1,38,48,881	16,087
1. Earthwork	3,07,132	6,605	22,207	1,851	...	...	51,955	2,348	...	...
2. Tunnels	...	...	...	...	...	...	...	...	...	...
IV.—Bridgework—					2,74,256	4,656			1,82,52,649	21,202
1. Large bridges	10,06,784	21,651	26,674	2,223	...	...	1,00,959	4,562	...	...
2. Minor bridges	...	...	27,399	2,283	...	...			...	...
V.—Fencing, &c.—					18,815	319			3,52,743	410
1. Fencing	1,96,595	4,228	2,992	249	...	...	...	...	...	...
2. Road crossings	28,067	604	177	15	...	...	1,936	87	...	...
3. Mile and gradient posts										
VI.—Electric telegraph.	1,382	30	...	...	...	...	17,326	783	...	...
VII.—Ballast and permanent-way—					8,41,041	14,276			3,02,71,488	35,163
1. Ballast	3,05,050	6,560	46,135	3,845	...	...	49,893	2,255	...	...
2. Permanent-way	17,30,803	37,222	3,01,381	25,115	...	...	4,65,947	21,055	...	...
VIII.—Stations and buildings—					1,38,523	2,351			62,39,146	7,247
1. Stations and offices	91,647	1,971	29,965	2,497	...	...	4,999	226	...	...
2. Workshops, store buildings, &c.	1,330	29	...	...	...	...	11,568	523	...	...
3. Staff quarters	76,166	1,638	3,343	279	...	...	11,192	506	...	...
4. Station machinery	1,61,954	3,483	34,911	2,909	...	...	7,380	333	...	...
IX.—Plant—					16,665	283			16,49,409	1,916
1. Engineering	1,50,776	3,242	4,388	365	...	...	375	17	...	...
2. Locomotive	20,198	434	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...	...	...
4. Station and office furniture	3,708	80	888	74	...	...	...	...	...	...
X.—Ferries, &c.—					25,334	430				
1. Ferries	...	...	...	...	...	...	...	...	...	...
2. Floating bridges										
XI.—Rolling stock—					7,056	120			1,50,06,497	17,431
1. Locomotive	3,025	65	...	...	...	...	...	...	...	...
2. Carriage and wagon			...	...	...	...	...	...	...	...
XII.—General charges—					1,05,048	1,783			57,60,667	6,692
1. Direction or general	68,296	1,469	13,918	1,160	...	...	...	...	...	...
2. Engineering	2,93,965	6,322	37,992	3,166	...	...	46,284	2,091	...	...
3. Stores	23,015	495	1,360	113	...	...	7,134	322	...	...
4. Audit and account	35,405	761	3,419	285	...	...	...	...	...	...
5. Medical and sanitation	4,265	92	...	...	...	...	...	...	...	...
Less by Exchange	...	...	...	...	...	...	...	...	6,53,185	759
Total	(b) & (c) 45,99,369	(b) 98,911	5,63,415	46,951	16,17,397	27,455	8,09,768	36,591	(g) 9,41,28,131	1,09,339

(a) Including 1½ miles to pit's mouth.
(b) Less receipts on capital account.
(c) Difference due to the credit under the head "Contingencies" not having been deducted from any of the main heads.
(d) Now amalgamated with the East Indian railway.
(e) Now forms a part of the Bombay, Baroda and Central India railway.
(f) Correction of mileage.
(g) Excluding expenditure on Jherriah Coal and Raipur-Dhamtari surveys (R2,609).

G—*continued.*

end of the half-year in which the last open section of each line was completed—contd.

GAUGE—*contd.*

CONSTRUCTED BY COMPANIES.

INDIAN MIDLAND. (h) (677·35 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1889.		GODHRA-RUTLAM. (115·50 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1894.		BEZWADA EXTENSION (21·47 MILES.) HALF-YEAR ENDING 30TH JUNE 1889.		LATE SIND, PUNJAB AND DELHI. (k) (663·25 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1870.		OUDH AND ROHILKHAND (STATE). (l) (796·64 MILES.) HALF-YEAR ENDING 30TH JUNE 1894.		MAIN HEAD AND SUB-HEAD.
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
R	*R*	*R*	*R*	*R*	*R*	*R*	*R*	*R*	*R*	
9,03,173	1,335	1,71,597	1,486	15,319	714			11,40,069	1,431	I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	4,76,295	718	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	...	...	3. Establishment.
4,93,480	728	16,529	143	47,008	2,189	63,133	95	3,42,116	429	II.—LAND.
		56,31,642	48,759					35,23,281	4,423	III.—FORMATION—
		...	...			56,60,637	8,535	...	...	1. Earthwork.
		...	...			...	...	...	...	2. Tunnels.
		35,93,295	31,111					2,79,53,526	35,089	IV.—BRIDGEWORK—
3,01,28,005	44,479	...	...	2,76,516	12,879	1,52,21,433	22,950	...	...	1. Large bridges.
		...	...					...	...	2. Minor bridges.
								19,25,376	2,417	V.—FENCING, &c.—
		1,94,033	1,680							
		...	...			28,84,675	4,349	...	...	1. Fencing.
		...	...			4,04,816	610	...	...	2. Road crossings.
										3. Mile and gradient posts.
		160	1			7,08,907	1,069	46,129	58	VI.—ELECTRIC TELEGRAPH.
2,74,81,967	40,573	36,67,349	31,752	6,64,944	28,176			2,89,83,206	36,382	VII.—BALLAST AND PERMANENT-WAY.—
...	...	...	...	...	...	46,84,475	7,063	...	...	1. Ballast.
...	...	...	...	...	...	2,65,32,834	40,004	...	...	2. Permanent-way.
50,61,580	7,473	9,22,608	7,988	2,58,221	12,027			1,03,84,941	13,036	VIII.—STATIONS AND BUILDINGS—
...	...	...	...	...	...	69,91,608	10,542	...	...	1. Stations and offices.
...	...	...	...	...	...	27,27,176	4,112	...	...	2. Workshops, store buildings, &c.
...	...	...	...	...	...	14,58,718	2,199	...	...	3. Staff quarters.
...	...	...	...	...	...	49,677	75	...	...	4. Station machinery.
3,79,558	560	29,352	254	8,990	419	12,61,606	1,902	21,70,147	2,724	IX.—PLANT—
...	...	...	...	...	...	...	...	...	...	1. Engineering.
...	...	...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	...	...	...	...	4. Station and office furniture.
										X.—FERRIES, &c.—
...	...	...	...	...	...	48,98,454	7,386	...	...	1. Ferries.
										2. Floating bridges.
57,65,284	8,511	...	...	20,384	949			1,46,02,558	18,330	XI.—ROLLING STOCK—
...	...	...	...	...	...	58,95,340	8,888	...	...	1. Locomotive.
...	...	...	...	...	...	1,06,73,511	16,093	...	...	2. Carriage and wagon.
(i) 37,85,858	(i) 5,589	6,65,223	5,759	1,15,977	5,402	81,99,624	12,363	89,88,659	11,283	XII.—GENERAL CHARGES—
...	...	...	...	...	...	...	...	...	...	1. Direction or genera.
...	...	...	...	...	...	...	...	...	...	2. Engineering.
...	...	...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	...	...	...	...	5. Medical and sanitation.
2,52,050	372	...	...	...	...	...	...	...	...	Loss by Exchange.
7,42,50,955	1,09,620	1,48,91,788	1,28,933	(j) 13,47,359	62,755	9,87,92,919	1,48,952	10,00,60,008	1,25,602	TOTAL.

(h) Including the Sindia railway, which was constructed by the State.
(i) Including Government supervision, audit and control, and commission, &c., on loans.
(j) Including R2,164 on account of receipts on capital account, which cannot be deducted from the several main heads.
(k) Now amalgamated with the North-Western (state) railway.
(l) Including the Lucknow-Rae Bareli branch, which was constructed by the State.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the end

STANDARD

NATIVE STATE LINES CONSTRUCTED BY THE GOVERNMENT OF INDIA.

Main head and sub-head.	KHÁMGÁON. (7·50 Miles.) Half-year ending 30th June 1870.		AMRÁOTI. (5·50 Miles.) Half-year ending 30th June 1871.		BHOPAL-ITÁRSI. (57·11 Miles.) Half-year ending 31st December 1884.		RÁJPURA-BHÁTINDA. (107·94 Miles.) (b) Half-year ending 31st December 1889.	
	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹
I.—Preliminary expenses—								
1. Survey expenses	369	49	1,117	203	...	...	12,112	112
2. Plant	...	...	...	...	...	...	5,976	55
3. Establishment	...	...	...	...	...	...	41,334	383
II.—Land	...	...	2,450	446	13,152	230	(c) 14,758	137
III.—Formation—								
1. Earthwork	38,542	5,139	17,926	3,259	14,66,278	25,675	2,59,841	2,407
2. Tunnels	...	...	...	...	...	...	...	...
IV.—Bridgework—								
1. Large bridges	54,037	7,205	...	...	16,81,384	29,441	5,13,915	4,761
2. Minor bridges			58,880	10,706	1,67,168	2,927		
V.—Fencing, &c.—								
1. Fencing	7,215	962	2,042	371	17,713	310	75,674	701
2. Road crossings	8	1	255	46	25,145	440	1,08,689	1,007
3. Mile and gradient posts								
VI.—Electric telegraph	1,247	166	1,099	200	3,340	58	...	...
VII.—Ballast and permanent-way—								
1. Ballast	18,493	2,466	14,765	2,685	1,87,035	3,275	9,65,594	8,946
2. Permanent-way	2,56,936	34,258	2,58,552	47,009	14,54,617	25,470	29,28,299	27,129
VIII.—Stations and buildings—								
1. Stations and offices	7,233	964	15,412	2,802	1,12,005	1,961	3,41,696	3,166
2. Workshops, store buildings, &c.	3,277	437	634	115	...	...	7,509	70
3. Staff quarters	6,057	808	1,171	213	53,322	934	1,85,936	1,732
4. Station machinery	3,836	512	2,522	459	1,11,687	1,956	2,77,204	2,568
IX.—Plant—								
1. Engineering	3,096	413	2,636	479	3,752	66	47,910	444
2. Locomotive	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...
4. Station and office furniture	76	10	176	32	2,553	45	35,644	330
X.—Ferries, &c.—								
1. Ferries	...	...	...	...	...	...	...	...
2. Floating bridges								
XI.—Rolling stock—								
1. Locomotive	...	...	...	...	...	...	...	...
2. Carriage and wagon	316	42	60	11	...	...	...	...
XII—General charges—								
1. Direction or general	...	...	...	...	1,11,768	1,957	37,123	344
2. Engineering	23,283	3,104	33,485	6,088	1,83,007	3,205	1,91,625	1,775
3. Stores	141	19	96	18	4,516	79	31,800	294
4. Audit and account	792	106	4,077	741	34,231	599	1,383	13
5. Medical and sanitation	...	...	...	...	3,189	56	...	...
Loss by Exchange	...	...	...	...	...	...	...	...
Total	4,24,954	56,661	4,17,355	75,883	(a) 56,32,823	(a) 98,631	(a) 60,84,715	(a) 56,371

(a) Less receipts on capital account.
(b) Of this, 16 miles were constructed by the late Sind, Punjab and Delhi Railway Company.
(c) Including a debit of ₹7,200 against Provincial grant of ₹10,000.

G—*continued.*

of the half-year in which the last open section of each line was completed—contd.

GAUGE—*concld.*				METRE GAUGE.						
NATIVE STATES LINES CONSTRUCTED BY NATIVE STATES.				STATE LINES CONSTRUCTED BY THE STATE.						
JAMMU AND KASHMIR. (NATIVE STATE SECTION.) (15·92 MILES.) HALF-YEAR ENDING 30TH JUNE 1890.		KOLAR GOLD-FIELDS. (10·00 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1894. (*d*)		BENGAL AND NORTH-WESTERN. (TIRHOOT SECTION.) (340·57 MILES.) HALF-YEAR ENDING 30TH JUNE 1892.		RAJPUTANA-MALWA. (1,411·00 MILES.) HALF-YEAR ENDING 30TH JUNE 1885.		CAWNPORE-ACHNERA (260·65 MILES.) (*g*) HALF-YEAR ENDING 31ST DECEMBER 1889.		MAIN HEAD AND SUB-HEAD.
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	
₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	
23,937	1,504	(*e*) 6,719	672	1,83,608	539					I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	5,05,727	358	12,744	49	1. Survey expenses.
...	...	...	...	...	...	83,116	59	2,252	9	2. Plant.
...	...	...	...	...	...	16,11,838	1,142	56,582	217	3. Establishment.
...	...	(*e*) 13,402	1,340	8,64,045	2,537	8,36,218	593	2,37,395	911	II.—LAND.
33,896	2,129	(*e*) 1,24,379	12,438	10,70,740	3,144					III.—FORMATION—
...	...	...	...	...	...	62,20,489	4,409	5,13,612	1,970	1. Earthwork.
...	...	...	...	...	...	4,28,063	303	...	...	2. Tunnels.
2,33,246	14,651	(*e*) 48,904	4,890	40,54,395	11,905					IV.—BRIDGEWORK—
...	...	...	...	...	...	1,56,62,747	11,100	12,11,115	4,647	1. Large bridges.
...	...	...	...	...	...	40,92,720	2,901	4,58,833	1,760	2. Minor bridges.
1,818	114	(*e*) 20,878	2,088	8,98,687	2,639					V.—FENCING, &c.—
...	...	...	...	...	...	9,05,230	642	2,04,379	784	1. Fencing.
...	...	...	...	...	...	5,55,095	393	1,04,924	403	2. Road crossings. 3. Mile and gradient posts.
...	...	(*e*) 2,946	294	...	...	15,972	11	2,469	9	VI.—ELECTRIC TELEGRAPH.
5,39,566	33,892	(*e*) 3,24,494	32,449	79,17,464	23,248					VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	...	...	38,68,803	2,742	6,81,843	2,616	1. Ballast.
...	...	...	...	...	...	2,78,76,953	19,756	38,90,417	14,926	2. Permanent-way.
1,05,946	6,655	(*e*) 77,316	7,732	30,55,423	8,971					VIII.—STATIONS AND BUILDINGS—
...	...	...	...	...	...	42,53,692	3,015	4,33,311	1,662	1. Stations and offices.
...	...	...	...	...	...	18,08,935	1,282	1,17,724	452	2. Workshops, store buildings, &c.
...	...	...	...	...	...	46,80,834	3,317	3,27,500	1,256	3. Staff quarters.
...	...	...	...	...	...	33,91,400	2,403	4,12,999	1,585	4. Station machinery.
54,461	3,421	(*e*) 5,687	569	5,77,580	1,696					IX.—PLANT—
...	...	...	...	...	...	10,21,797	724	15,085	58	1. Engineering.
...	...	...	...	...	...	6,81,691	483	79,760	306	2. Locomotive.
...	...	...	...	...	...	1,96,806	140	46,599	179	3. Carriage and wagon.
...	...	...	...	...	...	5,84,665	414	63,781	244	4. Station and office furniture.
				5,53,048	1,624					X.—FERRIES, &c.—
...	...	...	...	...	...	...	...	...	...	1. Ferries. 2. Floating bridges.
										XI.—ROLLING STOCK—
...	...	...	...	6,18,124	1,815	64,84,266	4,596	5,94,955	2,282	1. Locomotive.
...	...	...	...	16,49,660	4,844	1,01,01,934	7,159	10,65,690	4,089	2. Carriage and wagon.
66,598	4,183	(*e*) 34,825	3,482	13,64,597	4,007					XII—GENERAL CHARGES—
...	...	...	...	...	...	14,56,740	1,032	1,62,443	622	1. Direction or general.
...	...	...	...	...	...	45,88,107	3,252	3,79,333	1,455	2. Engineering.
...	...	...	...	...	...	7,04,911	499	38,160	147	3. Stores.
...	...	...	...	...	...	5,62,788	399	39,234	151	4. Audit and account.
...	...	...	...	...	...	2,56,498	182	166	1	5. Medical and sanitation.
...	...	...	...	7,04,770	2,069	...	...	3,65,480	1,402	Loss by Exchange.
10,59,468	66,549	(*e*) & (*f*) 6,44,564	64,456	2,35,12,141	69,038	(*a*) 10,33,31,793	(*a*) 73,234	1,15,18,785	44,192	TOTAL.

(*d*) Opened for traffic on 1st June 1894, but no capital account was received until the 2nd-half of 1894.
(*e*) Approximate
(*f*) Excluding receipts on capital account, ₹19,053, but including ₹4,070 expended by the Madras Railway Company, not included in any of the above heads.
(*g*) This now forms a part of the Rajputana-Malwa railway.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the end of

METRE

MAIN HEAD AND SUB-HEAD.	STATE LINES CONSTRUCTED							
	SOUTHERN MAHRATTA. (MYSORE SECTION.) (a) (296·00 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1889.		ROHILKUND AND KUMAON. (LUCKNOW-BAREILLY SECTION.) (b) (231·17 MILES.) HALF-YEAR ENDING 30TH JUNE 1894.		EASTERN BENGAL (STATE). (NORTHERN SECTION.) (249·00 MILES.) HALF-YEAR ENDING 30TH JUNE 1884.		EASTERN BENGAL (STATE). (DACCA SECTION.) (86·00 MILES.) HALF-YEAR ENDING 30TH JUNE 1886.	
	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹
I.—PRELIMINARY EXPENSES—	2,95,941	1,000	1,62,700	704	96,768	389	1,27,838	1,487
1. Survey expenses	...	...	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...
3. Establishment	...	...	...	...	...	...	...	...
II.—LAND	68,825	232	2,15,020	930	8,15,722	3,276	4,46,381	5,190
III.—FORMATION—			4,91,038	2,124				
1. Earthwork			...	...				
2. Tunnels			...	...				
IV.—BRIDGEWORK—			(c)7,70,016	3,331				
1. Large bridges	43,05,769	14,546	...	...	57,17,876	22,963	13,68,484	15,913
2. Minor bridges			...	...				
V.—FENCING, &C.—			1,17,633	509				
1. Fencing			...	...				
2. Road crossings			...	...				
3. Mile and gradient posts			...	...				
VI.—ELECTRIC TELEGRAPH			...	...				
VII.—BALLAST AND PERMANENT-WAY—	50,74,212	17,143	35,70,303	15,444	54,77,900	22,000	17,22,430	20,028
1. Ballast	...	...	...	...	...	...	...	...
2. Permanent-way	...	...	...	...	...	...	...	...
VIII.—STATIONS AND BUILDINGS—	9,21,417	3,113	7,98,902	3,456	26,29,765	10,561	10,44,473	12,145
1. Stations and offices	...	...	...	...	...	...	...	...
2. Workshops, store buildings, &c.	...	...	...	...	...	...	...	...
3. Staff quarters	...	...	...	...	...	...	...	...
4. Station machinery	...	...	...	...	...	...	...	...
IX.—PLANT—	2,82,087	953	2,15,803	934	8,66,514	3,480	2,56,056	2,977
1. Engineering	...	...	...	...	...	...	...	...
2. Locomotive	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...
4. Station and office furniture.	...	...	...	...	...	...	...	...
X.—FERRIES, &C.—					4,47,048	1,795		
1. Ferries	...	...	...	...	...	...	...	...
2. Floating bridges								
XI.—ROLLING STOCK—	20,87,381	7,052			24,46,682	9,826	7,04,760	8,195
1. Locomotive	...	...	4,38,264	1,896	...	...	...	...
2. Carriage and wagon	...	...	10,42,575	4,510	...	...	...	...
XII.—GENERAL CHARGES—	8,64,580	2,921	4,63,641	2,027	21,94,569	8,814	3,47,809	4,044
1. Direction or general	...	...	...	...	...	...	...	...
2. Engineering	...	...	...	...	...	...	...	...
3. Stores	...	...	...	...	...	...	...	...
4. Audit and account	...	...	...	...	...	...	...	...
5. Medical and sanitation	...	...	...	...	...	...	...	...
Loss by Exchange	...	...	42,150	182	...	...	...	...
TOTAL	1,39,00,212	46,960	(d) 83,81,946	(d) 36,259	2,06,92,844	83,104	60,18,231	69,979

(a) The Gubbi-Haribar section was constructed by the Southern Mahratta Railway Company.
(b) Of this length, 58 miles, Gola Gokaran Náth to Pilibhit, and the Dudhwa branch, 31 miles, were constructed by the Rohilkund and Kumaon Railway Company.
(c) Including expenditure on pontoon bridges, ₹62,498.
(d) Including ₹48,901 on account of interest on capital during construction.

G—*continued.*

the half-year in which the last open section of each line was completed— contd.

GAUGE—*contd.*

BY THE STATE—*concld.*

EASTERN BENGAL (STATE). (BEHAR SECTION.) (156·50 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1890.		EASTERN BENGAL (STATE). (BARSOI-KISSENGUNGE EXTENSION.) (35·54 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1893.		BURMA (STATE). (327·00 MILES.) (*f*) HALF-YEAR ENDING 31ST DECEMBER 1885.		TOUNGOO-MANDALAY. (*g*) (222·50 MILES.) HALF-YEAR ENDING 30TH JUNE 1889.		MAIN HEAD AND SUB-HEAD.
Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
R	*R*	*R*	*R*	*R*	*R*	*R*	*R*	
		4,195	118	2,87,279	878	1,71,254	770	I.—PRELIMINARY EXPENSES—
88,703	567	...	...	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
3,18,580	2,036	90,277	2,540	2,71,658	831	3,16,081	1,421	II.—LAND.
		3,92,140	11,034					III.—FORMATION—
13,63,596	8,713	...	...	32,40,803	9,911			1. Earthwork.
...	...	...	...	...	...			2. Tunnels.
		3,97,931	11,197					IV.—BRIDGEWORK—
31,07,753	19,858	...	...	13,89,139	4,248			1. Large bridges.
4,35,158	2,780	...	...	31,21,404	9,545	65,78,182	29,565	2. Minor bridges.
		29,106	819					V.—FENCING, &C.—
2,70,012	1,725	...	...	10,87,600	3,326			1. Fencing.
1,48,637	950	...	...	3,00,316	918			2. Road crossings. 3. Mile and gradient posts.
18,903	121	...	...	655	2			VI.—ELECTRIC TELEGRAPH.
		5,15,941	14,517			57,83,275	25,992	VII.—BALLAST AND PERMANENT-WAY—
10,37,935	6,632	...	...	22,77,119	6,964	...	...	1. Ballast.
24,44,495	15,619	...	...	52,55,352	16,071	...	...	2. Permanent-way.
		85,917	2,418			18,22,563	8,191	VIII.—STATIONS AND BUILDINGS—
3,24,569	2,074	...	...	12,96,933	3,966	...	...	1. Stations and offices.
18,829	120	...	...	5,07,975	1,554	...	...	2. Workshops, store buildings, &c.
3,32,151	2,122	...	...	5,03,899	1,541	...	...	3. Staff quarters.
2,22,167	1,420	...	...	6,79,480	2,078	...	...	4. Station machinery.
		8,580	241			4,16,257	1,871	IX.—PLANT—
1,82,770	1,168	...	...	4,44,418	1,369	...	...	1. Engineering.
45,466	291	...	...	1,89,895	581	...	...	2. Locomotive.
287	2	...	...			...	...	3. Carriage and wagon.
26,348	168	...	...	85,699	262	...	...	4. Station and office furniture.
								X.—FERRIES, &C.—
10,417	67	...	...	...	...	...	...	1. Ferries. 2. Floating bridges.
				35,62,697	10,895	33,94,051	15,254	XI.—ROLLING STOCK—
1,75,721	1,123	...	...	...	...	...	...	1. Locomotive.
7,88,873	5,041	...	...	...	...	...	...	2. Carriage and wagon.
		21,626	608			14,67,669	6,596	XII.—GENERAL CHARGES—
1,82,507	1,166	...	...	2,27,935	697	...	...	1. Direction or general.
4,51,599	2,886	...	...	15,00,406	4,588	...	...	2. Engineering.
45,062	288	...	...	1,34,322	411	...	...	3. Stores.
48,281	308	...	...	1,44,798	443	...	...	4. Audit and account.
18,953	121	...	...	22,311	68	...	...	5. Medical and sanitation.
1,35,841	868	...	...	...	...	...	...	Loss by Exchange.
(*e*) 1,22,28,381	(*e*) 78,137	(*e*) 15,45,713	(*e*) 43,492	2,65,32,093	81,137	1,99,49,392	89,660	TOTAL.

(*e*) Less receipts on capital account.
(*f*) Excluding the Rangoon suburban lines, and the open section of the Mu Valley railway.
(*g*) Excluding the Meiktila branch.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

METRE

Main head and sub-head.	STATE LINES CONSTRUCTED BY COMPANIES.									
	PÁLANPUR-DEESA. (17·28 Miles.) Half-year ending 31st December 1893.		SOUTHERN MAHRATTA. (1,043·70 Miles.) Half-year ending 31st December 1890.		GUNTAKAL-MYSORE FRONTIER. (119·50 Miles.) Half-year ending 31st December 1893.		SOUTH INDIAN.(b) (1,042·16 Miles.) Half-year ending 30th June 1893.		MÁYAVARAM-MUTUPET. (d) (53·99 Miles.) Half-year ending 30th June 1894.	
	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	R	R	R	R	R	R	R	R	R	R
I.—Preliminary expenses—	1,991	115	10,90,911	1,045	59,327	497	10,24,302	983	16,099	298
1. Survey expenses	...	...	...	...	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...	...	...
3. Establishment	...	...	...	...	...	...	...	...	...	...
II.—Land	...	...	10,25,442	982	18,716	157	3,80,376	365	1,91,105	3,540
III.—Formation—	62,837	3,636	1,88,17,573	18,030	7,82,349	6,547	55,18,444	5,295	2,22,502	4,121
1. Earthwork	...	...	...	...	...	...	...	...	...	...
2. Tunnels	...	...	...	...	...	...	...	...	...	...
IV.—Bridgework—	61,180	3,541	1,83,66,507	17,597	20,57,037	17,214	1,49,14,150	14,311	7,24,088	13,412
1. Large bridges	...	...	...	...	...	...	...	...	...	...
2. Minor bridges	...	...	...	...	...	...	...	...	...	...
V.—Fencing, &c.—	4,984	288	13,47,110	1,291	51,883	434	15,61,664	1,499	17,473	324
1. Fencing	...	...	...	...	...	...	...	...	...	...
2. Road crossings	...	...	...	...	...	...	...	...	...	...
3. Mile and gradient posts	...	...	...	...	...	...	...	...	...	...
VI.—Electric telegraph	...	...	...	...	1,440	12	88,234	85	2,173	40
VII.—Ballast and permanent-way—	1,87,859	10,872	2,15,49,213	20,647	18,22,300	15,249	1,88,98,790	18,134	6,90,875	12,796
1. Ballast	...	...	...	...	...	...	...	...	...	...
2. Permanent way	...	...	...	...	...	...	...	...	...	...
VIII.—Stations and buildings—	26,583	1,538	94,23,387	9,029	3,66,884	3,321	70,65,284	6,779	1,38,385	2,563
1. Stations and offices	...	...	...	...	...	...	...	...	...	...
2. Workshops, store buildings, &c.	...	...	...	...	...	...	...	...	...	...
3. Staff quarters	...	...	...	...	...	...	...	...	...	...
4. Station machinery	...	...	...	...	...	...	...	...	...	...
IX.—Plant—	4,443	257	25,76,012	2,468	28,363	237	17,19,017	1,649	13,254	245
1. Engineering	...	...	...	...	...	...	...	...	...	...
2. Locomotive	...	...	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...	...	...
4. Station and office furniture.	...	...	...	...	...	...	...	...	...	...
X.—Ferries, &c.—										
1. Ferries	...	...	...	...	...	...	...	...	...	...
2. Floating bridges										
XI. Rolling stock—			99,03,576	9,489						
1. Locomotive	...	...	...	...	...	...	43,29,145	4,154	...	...
2. Carriage and wagon	...	...	...	...	...	...	71,77,141	6,887	...	...
XII.—General charges—	14,076	815	63,63,170	6,097	6,13,786	5,136	82,09,263	7,877	2,46,887	4,573
1. Direction or general	...	...	...	...	...	...	...	...	...	...
2. Engineering	...	...	...	...	...	...	...	...	...	...
3. Stores	...	...	...	...	...	...	...	...	...	...
4. Audit and account	...	...	...	...	...	...	...	...	...	...
5. Medical and sanitation	...	...	...	...	...	...	...	...	...	...
Loss by Exchange	...	...	4,91,090	471	...	...	2,42,360	233	...	...
Total	3,63,953	21,062	9,09,53,991	87,146	58,32,085 (a)	48,804 (a)	7,22,46,450 (c)	69,324	22,62,841	41,912

(a) Less receipts on capital account.
(b) Including the Villupuram-Dharmavaram section, which was constructed by the State.
(c) Including R11,18,280 on account of maintenance, charged to capital account, not included in any of the above heads.
(d) Funds were provided in nearly equal portions by the Tanjore District Board from a special cess, and by the Madras Government from Provincial Funds.

G—*continued.*

end of the half-year in which the last open section of each line was completed—contd.

GAUGE—*contd.*

NATIVE STATE LINES CONSTRUCTED BY THE GOVT. OF INDIA.						NATIVE STATE LINE CONSTRUCTED BY NATIVE STATE.		MAIN HEAD AND SUB-HEAD.
JODHPORE-BICKANEER. (JODHPORE SECTION.) (*e*) (320·50 MILES.) HALF-YEAR ENDING 30TH JUNE 1893.		JODHPORE-BICKANEER. (BICKANEER SECTION.) (43·50 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1891.		BHÁVNAGAR-GONDAL-JUNAGARH-PORBANDAR. (329·16 MILES.) (*f*) HALF-YEAR ENDING 31ST DECEMBER 1890.		MYSORE-NANJANGÚD. (*g*) (15·25 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1892.		
Total of each main or sub-head.	Cost per mile open.	Total of ech main head a	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
₹	₹	₹	₹	₹	₹	₹	₹	
41,739	130	7,826	180	1,19,442	363	15,069	988	I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
1,007	3	...	...	...	...	5	...	II.—LAND.
2,24,848	701	60,535	1,392	16,74,017	5,086	1,30,884	8,583	III.—FORMATION—
...	...	...	...	...	...	...	...	1. Earthwork.
...	...	...	...	...	...	...	...	2. Tunnels.
2,13,095	665	2,500	57	41,19,819	12,516	83,294	5,462	IV.—BRIDGEWORK—
...	...	...	...	...	...	...	...	1. Large bridges.
...	...	...	...	...	...	...	...	2. Minor bridges.
5,087	16	105	2	71,451	217	14,741	967	V.—FENCING, &c.—
...	...	...	...	...	...	...	...	1. Fencing.
...	...	...	...	...	...	...	...	2. Road crossings.
								3. Mile and gradient posts.
36,682	114	...	...	10,425	32	...	...	VI.—ELECTRIC TELEGRAPH.
43,46,594	13,562	13,42,378	30,859	49,16,242	14,935	2,44,401	16,026	VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	...	...	...	...	1. Ballast.
...	...	...	...	...	...	...	...	2. Permanent way.
3,47,149	1,083	14,075	324	21,49,764	6,531	57,918	3,798	VIII.—STATIONS AND BUILDINGS—
...	...	...	...	...	...	...	...	1. Stations and offices.
...	...	...	...	...	...	...	...	2. Workshops, store buildings, &c.
...	...	...	...	...	...	...	...	3. Staff quarters.
...	...	...	...	...	...	...	...	4. Station machinery.
49,591	155	1,033	24	3,52,828	1,072	5,718	375	IX.—PLANT—
...	...	...	...	...	...	...	...	1. Engineering.
...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	...	...	4. Station and office furniture.
								X.—FERRIES, &C.—
...	...	...	...	...	...	...	...	1. Ferries.
								2. Floating bridges.
				21,57,548	6,555			XI.—ROLLING STOCK—
3,56,481	1,112	...	...	...	...	...	...	1. Locomotive,
6,41,179	2,001	...	...	...	...	...	...	2. Carriage and wagon.
88,073	275	4,254	98	8,73,566	2,654	40,384	2,648	XII.—GENERAL CHARGES—
...	...	...	...	...	...	...	...	1. Direction or general.
...	...	...	...	...	...	...	...	2. Engineering.
...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	...	...	5. Medical and sanitation.
...	...	...	...	...	...	...	...	Loss by Exchange.
63,51,495	19,817	14,32,706	32,936	1,64,45,102	49,961	5,92,414	38,847	TOTAL.

(*e*) The section from Kharchi to Páli was constructed by the Jodhpore Darbar.

(*f*) Excluding 4·50 miles of dock estates and quarry lines constructed and maintained by the Native States as separate undertakings from the Bhávnagar-Gondal-Junágarh-Porbandar railway.

(*g*) Opened for traffic on 1st December 1891, but no separate account was received until the 2nd half of 1892.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

Main head and sub-head.	METRE GAUGE—*concld.*							
	NATIVE STATE LINES CONSTRUCTED BY NATIVE STATES—*concld.*				NATIVE STATE LINES CONSTRUCTED BY COMPANIES.			
	JETALSAR-RÁJKOT. (46·23 Miles.) Half-year ending 30th June 1893.		YESVANTPUR-MYSORE FRONTIER. (51·35 Miles.) Half-year ending 31st December 1893.		GAEKWAR'S MEHSÁNA. (92·63 Miles.) Half-year ending 31st December 1891.		KOLHÁPUR. (29·07 Miles.) (a) Half-year ending 30th June 1892.	
	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	R	R	R	R	R	R	R	R
I.—Preliminary expenses—	14,255	308	66,294	1,291	10,385	112	13,858	477
1. Survey expenses	...	...	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...
3. Establishment	...	...	...	...	...	...	...	...
II.—Land	10,080	218	23,744	462	...	...	9,821	338
III.—Formation—	2,12,795	4,603	5,21,077	10,148	2,65,898	2,871	2,64,480	9,098
1. Earthwork	...	...	...	...	...	...	...	...
2. Tunnels	...	...	...	...	...	...	...	...
IV.—Bridgework—	1,88,891	4,086	5,41,178	10,539	4,61,777	4,985	10,91,301	37,540
1. Large bridges	...	...	...	...	...	...	...	...
2. Minor bridges	...	...	...	...	...	...	...	...
V.—Fencing, &c.—	37,726	816	68,497	1,334	50,501	545	41,709	1,435
1. Fencing	...	...	...	...	...	...	...	...
2. Road crossings	...	...	...	...	...	...	...	...
3. Mile and gradient posts								
VI.—Electric Telegraph	...	...	...	...	...	...	...	...
VII.—Ballast and permanent-way—	6,44,743	13,947	8,66,865	16,881	16,43,851	17,746	5,21,575	17,942
1. Ballast	...	...	...	...	...	...	...	...
2. Permanent-way	...	...	...	...	...	...	...	...
VIII.—Stations and buildings—	1,01,673	2,199	1,13,371	2,208	3,47,640	3,753	2,24,993	7,740
1. Stations and offices	...	...	...	...	...	...	...	...
2. Workshops, store buildings, &c.	...	...	...	...	...	...	...	...
3. Staff quarters	...	...	...	...	...	...	...	...
4. Station machinery	...	...	...	...	...	...	...	...
IX.—Plant—	18,125	392	40,445	788	29,870	323	6,981	240
1. Engineering	...	...	...	...	...	...	...	...
2. Locomotive	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...
4. Station and office furniture	...	...	...	...	...	...	...	...
X.—Ferries, &c.—								
1. Ferries	...	...	...	...	...	...	...	...
2. Floating bridges								
XI.—Rolling stock—					16,026	173		
1. Locomotive	...	...	...	...	...	...	...	...
2. Carriage and wagon	...	...	...	...	...	...	...	...
XII.—General charges—	69,986	1,514	1,32,567	2,582	78,102	843	1,17,746	4,050
1. Direction or general	...	...	...	...	...	...	...	...
2. Engineering	...	...	...	...	...	...	...	...
3. Stores	...	...	...	...	...	...	...	...
4. Audit and account	...	...	...	...	...	...	...	...
5. Medical and sanitation	...	...	...	...	...	...	...	...
Loss by Exchange	...	...	...	...	...	...	...	...
Total	12,98,274	28,083	23,74,038	46,233	29,04,050	31,351	22,92,466	78,860

(a) Opened for traffic on 21st April 1891, but no capital account was received until the first-half of 1892.

G—*concluded.*

end of the half-year in which the last open section of each line was completed—concluded.

SPECIAL GAUGES.						
STATE LINES CONSTRUCTED BY THE STATE.				NATIVE STATE LINE CONSTRUCTED BY NATIVE STATE.		
KAUNIA-DHARLLA. (37·03 MILES, 2′ 6″ GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1884.		JORHÁT. (30·60 MILES, 2′ 0″ GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1887.		COOCH BEHAR. (22·12 MILES, 2′ 6″ GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1893.		MAIN HEAD AND SUB-HEAD.
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	
R	R	R	R	R	R	
910	25	388	13	9,764	441	I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	3. Establishment.
14,432	390	4,728	155	10,046	454	II.—LAND.
						III.—FORMATION—
				82,400	3,725	1. Earthwork.
				...	...	2. Tunnels.
						IV.—BRIDGEWORK—
				31,560	1,427	1. Large bridges.
88,841	2,401			27,996	1,266	2. Minor bridges.
		1,18,590	3,875			
						V.—FENCING, &C.—
				...	...	1. Fencing.
						2. Road crossings.
				913	41	3. Mile and gradient posts.
				...	...	VI.—ELECTRIC TELEGRAPH.
4,98,680	13,478	3,09,346	10,109			VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	...	...	1. Ballast.
...	...	...	...	3,02,756	13,687	2. Permanent-way.
21,470	580	62,578	2,045			VIII.—STATIONS AND BUILDINGS—
...	...	...	...	10,474	473	1. Stations and offices.
...	...	...	...	4,362	197	2. Workshops, store buildings, &c.
...	...	...	...	6,017	272	3. Staff quarters.
...	...	...	...	10,081	456	4. Station machinery.
8,444	228	20,606	673			IX.—PLANT—
...	...	...	...	6,411	296	1. Engineering.
...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	647	29	4. Station and office furniture.
1,20,677	3,261					X.—FERRIES, &C.—
...	...	...	...	...	...	1. Ferries.
						2. Floating bridges.
1,60,637	4,342	1,18,901	3,886			XI.—ROLLING STOCK—
...	...	...	...	30,890	1,396	1. Locomotive.
...	...	...	...	45,722	2,067	2. Carriage and wagon.
8,291	224	36,622	1,197			XII.—GENERAL CHARGES—
...	...	...	...	1,211	55	1. Direction or general.
...	...	...	...	44,922	2,031	2. Engineering.
...	...	...	...	1,410	64	3. Stores.
...	...	...	...	1,207	55	4. Audit and account.
...	...	...	...	3,498	158	5. Medical and sanitation.
...	...	...	...	...	...	Loss by Exchange.
9,22,382	24,929	6,71,759	21,953	(b) 6,34,741	(b) 28,695	TOTAL.

(b) Excluding Rs.454 on account of loss on working the open line, not included in any of the above heads.

APPENDIX

Statement showing for the financial years 1884-85 to 1894-95 the mileage and capital

RAILWAY.	1884-85.		1885-86.		1886-87.		1887-88.		1888-89.		1889-90.	
	Mileage.	Actuals.	Mileage.	Actuals.	Mileage.	Actuals.	Mileage.	Actuals.	Mileage.	Actuals.	Mileage.	Actuals.
		£		£		£		£		£		£
East Indian (*a*)	1,605¼	27,45,025	1,611	25,51,427	1,615⅝	16,36,685	(*b*)1,609⅝	6,06,640	1,610	36,156	1,610	6,70,785
Rajputana-Malwa railway system (*c*)	1,663	18,72,973	1,667¼	21,36,762	1,667⅜	2,60,459	1,667⅜	10,32,413	1,665	5,11,381	1,672½	1,89,927
Bhopal-Itársi (British section)	...	...	...	...	...	...	...	...	...	...	...	...
Sindia (*d*)	74⅜	9,463	74⅜	48,187	74⅜	6,365	74⅜	1,895	...	...	...	...
Warora colliery, including Wardha Coal railway, to end of 1890-91	46½	2,10,524	46½	2,00,554	46½	2,73,320	46½	—1,41,792	46½	—28,954	46½	—31,227
Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...
Umaria colliery	...	93,827	...	1,62,159	...	3,32,636	...	1,53,534	...	87,231	...	44,470
Burma (state)	260	6,47,647	333	10,87,567	333	1,30,534	333	2,27,796	(*f*)555	8,46,796	555½	4,24,086
Eastern Bengal (state) (*g*)	529½	22,67,008	606½	26,74,701	606½	17,74,189	676½	20,68,575	676	12,21,223	750½	16,30,513
Bengal-Nágpur—												
Katni-Umaria (*h*)	...	...	...	...	...	...	37	1,10,938	...	...	...	...
Nágpur-Chhattisgarh (*i*)	149	6,99,911	149	4,53,490	149	6,76,393	(*j*)	...	...	...	...	...
Tirhoot	227	4,79,247	225¾	—4,90,356	243½	2,70,398	259½	3,45,774	273½	1,83,271	273½	1,36,568
Oudh and Rohilkhand (state)	...	...	...	...	...	...	...	...	692½	—3,60,823	692½	3,84,410
North Western (state) (*l*)	947	23,39,991	1791½	37,71,499	2,058½	11,43,159	2,384⅝	45,00,567	2,381	—7,72,976	2,368½	7,86,924
South Indian	...	...	...	...	...	...	...	...	...	...	...	...
Beswada extension	...	...	...	...	...	...	...	...	...	...	21½	39,154
Dhond-Manmád	145⅝	1,10,291	145⅝	1,956	145½	20,777	145½	12,170	145½	24,679	145½	10,855
TOTAL	5,648	1,14,75,907	6,650¾	1,25,97,946	6,943	65,44,915	7,235	89,18,510	8,044⅝	17,47,984	8,135⅛	42,86,465

(*a*) Treated specially in 1884-85. Includes expenditure on the Dildárnagar-Gházipur, Patna-Gya and Naihátí railways.
(*b*) Benares branch transferred to the Oudh and Rohilkhand railway.
(*c*) There may be some outlay in the earlier years which could properly be dealt with as construction outlay, but it is difficult to make a separation. Excludes expenditure on the Farukhabad-Háthras section and the Jumna bridge during 1884-85.
(*d*) Excludes credit realized from the Indian Midland railway in 1888-89 on account of total outlay transferred to that line.
(*e*) Excludes 1½ miles at Warora retained by the colliery as a siding on the transfer of the working of the Wardha Coal state railway to the Great Indian Peninsula Railway Company.
(*f*) Includes the Toungoo-Mandalay railway.
(*g*) Treated specially in 1884-85. Includes outlay on sidings and extensions which cannot be separated.

H.

expenditure on State railways (open lines) the construction estimates of which have been closed.

1890-91.		1891-92.		1892-93.				1893-94.				1894-95.			
Mileage.	Actuals.	Mileage.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.
	₹		₹		₹	₹	₹		₹	₹	₹		₹	₹	₹
1,610	—1,27,178	1,610	—7,31,147	1,610½	11,45,000	12,79,000	13,25,919	1,610⅝	16,23,000	43,54,000	42,53,807	1,672½	24,00,000	35,41,000	38,82,382
1,672½	36,419	1,674	—3,31,136	1,674	3,00,000	7,35,000	6,01,212	1,674	4,87,000	5,04,000	4,98,405	1,674	9,70,000	15,92,000	11,38,889
13	1,69,118	13	1,96,542	13	2,70,000	2,70,000	2,69,814	13	2,68,000	2,25,000	1,92,146	13	1,40,000	1,40,000	1,31,741
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
46½	—2,50,955	...	12,667	...	2,62,000	—4,000	9,918	...	4,76,000	1,06,600	1,12,597	...	5,00,000	4,34,000	3,97,944
...	...	(*e*) 45	—2,78,105	45	15,000	7,000	6,493	45	15,000	...	...	45	20,000	...	...
...	54,45(*b*)	...	71,788	...	50,000	1,000	37,608	...	55,000	—43,700	—42,470	...	44,000	52,000	42,989
558½	1,48,664	558½	4,58,825	558½	3,00,000	3,66,000	2,32,568	577½	4,32,000	6,22,400	6,36,880	577½	4,00,000	3,47,000	4,17,467
778¼	14,33,124	777	12,91,146	777	18,06,900	13,37,000	8,94,965	812⅔	14,68,000	10,94,000	10,55,438	813	9,00,000	6,45,000	6,02,680
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
(*k*) 329½	1,75,175	341⅔	—59,374	341⅔	2,25,000	12,40,000	12,48,004	341⅔	1,98,000	1,83,000	1,24,598	341⅔	8,00,000	5,05,000	2,58,104
692½	2,33,375	692½	21,189	692½	5,85,600	—2,43,000	—1,97,052	741	13,99,000	13,28,500	11,90,862	796⅓	7,43,000	16,65,000	15,72,763
2,368¼	22,96,061	2,358½	8,50,046	2,427¼	17,17,700	18,49,000	18,30,046	2,427¼	8,67,000	16,08,000	12,43,986	2,429¼	21,28,000	18,20,000	18,39,009
900¾	12,55,115	1,105¼	—17,45,079	1,042¼	13,70,000	9,86,000	7,74,489	1,041½	11,37,000	7,25,000	7,50,345	1,041½	6,00,000	2,00,000	1,85,032
21½	34,602	21½	19,133	21½	10,000	5,000	4,899	21½	5,000	5,000	5,006	20½	10,000	5,000	3,405
145½	4,470	145½	61,912	145½	70,000	38,000	30,684	145½	1,69,000	1,07 000	93,815	145½	1,30,000	51,000	45,040
9,136¼	54,62,448	9,342½	—1,61,593	9,348½	81,27,200	78,66,000	70,69,477	9,451½	85,99,000	1,08,18,800	1,01,15,415	9,569¾	97,85,000	1,09,97,000	1,05,20,445

(*h*) Transferred to the Bengal-Nágpur railway in 1888-89.
(*i*) Includes outlay on the Kanhan bridge from 1884-85 to 1886-87.
(*j*) Taken over by the Bengal-Nágpur railway on the 9th May 1887.
(*k*) Working made over to the Bengal and North-Western railway on the 1st July 1890.
(*l*) Excludes expenditure on troop traffic works and gradient improvements from 1886-87, and on the Sukkur bridge from 1881-82 to 1892-93.

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE.												TOTAL.
		STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.					LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	
		I.—East Indian.*	II.—Bengal-Nágpur.	III.—Indian Midland.	X.—North Western (state).	XII.—Oudh and Rohilkhand (state).	XIII.—Eastern Bengal (state) (including the Bengal Central railway).	XV.—Calcutta Port Commissioners'.	XVI.—East Coast (state).	XXII.—Great Indian Peninsula.*	XXIII.—Bombay, Baroda and Central India.	XXIV.—Madras.	XXX.—The Nizam's Guaranteed State.	
	LOCOMOTIVES.													
1	Mail, special	...	12	...	66	15	...	...	...	...	...	...	...	93
2	Passenger, ordinary	205	6	42	238	11	(b) 92	...	...	116	15	...	13	738
3	Goods	365	81	55	237	124	...	...	...	373	88	147	37	1,507
4	Incline, special	...	...	...	20	...	...	...	...	74	...	...	...	94
5	Tank	10	4	20	1	...	5	6	5	42	3	16	...	70
6	Local traffic, shunting and ballast	...	...	...	26	6	...	...	...		12	...	...	86
7	Special engines of sorts (*e.g.*, Fairlie or rack or tram)	...	...	...	(a) 15	...	...	...	33	...	(d) 25	...	...	73
	TOTAL	580	103	117	603	156	97	6	38	605	143	163	30	2,661
	COACHING VEHICLES.													
1	Saloons, Royal	4	...	...	...	...	...	...	...	...	...	...	...	4
2	Saloons, State	...	...	3	12	...	(e) 1	...	...	...	...	(e) 2	...	18
3	Saloons, ordinary	...	...	...	...	...	(f) 12	...	...	...	13	26	6	57
4	Reserved carriages	24	6	1	46	13	...	...	...	...	5	(f) 9	...	104
5	Family carriages	...	...	3	...	...	...	...	...	...	...	...	...	3
6	Attendants' carriages	...	...	...	2	...	...	...	...	...	...	...	...	2
7	Inspection carriages	...	...	...	...	...	...	...	2	...	...	...	...	2
8	First class carriages — Ordinary	76	8	17	82	40	(g) 16	...	10	88	7	...	10	354
	First class carriages — Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...
	First class carriages — Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...
9	Upper class carriages — Ordinary	...	...	...	...	...	...	...	...	...	...	...	...	...
	Upper class carriages — Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...
	Upper class carriages — Ambulance													
	Carried over	104	14	24	142	53	29	...	12	88	25	37	16	544

* In addition to the coaching stock shown in this list, there are for the through mail service to Bombay, 8 first and 8 second class carriages, 8 through luggage vans, and 12 post office vans (36 in all), which are joint stock belonging to the East Indian and the Great Indian Peninsula railways. The Great Indian Peninsula railway possesses a $\frac{1}{16}$th share in this stock.

I.

and metre gauge railways on the 31st December 1894.

METRE GAUGE.															
STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANIES.				LINES OWNED AND WORKED BY NATIVE STATES.		TOTAL.	Progressive number.	REMARKS.
XXXVII.—Bengal and North-Western—Tirhoot section. Company's section.	XXXIX.—Rajputana-Malwa.	XLI.—Southern Mahratta.	XLIII.—Southern Mahratta (Mysore section).	XLIV.—South Indian.	XLVII.—Eastern Bengal (state)—Northern, Behar and Dacca sections.	XLVIII.—Burma (state).	LI.—Deoghur.	LII.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LIII.—Bengal Dooars.	LIV.—Dibru-Sadiya.	LXI.—Jodhpore-Bickaneer—Jodhpore section. Bickaneer section.	LXII.—Bhávnagar-Gondal-Junágarh-Porbandar.			
...	34	...	...	...	...	...	...	...	...	...	...	...	34	1	
36	109	26	...	65	17	18	3	8	4	10	17	33	289	2	(*a*) These are metre gauge engines.
63	265	147	37	131	65	99		15		4			883	3	(*b*) Of these, ten engines are used in shunting, thirty-one in running mail and local trains, and fifty-one in running goods and mixed trains.
...	...	3	...	...	...	...	...	...	...	...	...	...	3	4	
1	...	3	5	8	(*c*) 2	4	...	3	...	4	...	...	30	5	(*c*) Used in shunting and local traffic.
...	32	...	...	...	...	...	...	1	...	...	...	...	33	6	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	(*d*) Utilised for hauling mixed trains.
100	440	179	42	204	84	121	3	27	4	18	17	33	1,272		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	
3	6	...	3	1	(*i*) 2	(*i*) 1	...	...	...	...	...	...	16	2	(*e*) These are six-wheeled vehicles.
9	...	...	...	2	(*f*) 10	(*i*) 1	...	...	1	...	2	2	27	3	(*f*) Of these, two are six-wheeled carriages.
4	...	(*h*) 5	3	...	...	20	...	5	...	...	...	(*k*) 7	44	4	(*g*) Of these, fifteen are sleeping carriages, and one is an invalid carriage.
...	...	...	...	...	...	4	...	...	...	...	...	...	4	5	
...	...	...	...	...	2	...	...	...	...	...	...	...	2	6	(*h*) Of these, three are on bogie frames.
...	14	...	...	...	...	...	...	...	...	...	...	...	11	7	(*i*) On bogie frames.
16	124	19	8	19	(*f*) 18	34	...	11	...	...	6	13	268		
...	...	...	...	...	2	...	...	...	...	...	...	...	2		
...	...	...	...	...	...	...	...	...	...	...	...	...	...		(*j*) Of these, eight are six-wheeled carriages, and one is an invalid carriage.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	(*k*) Of these, one is a bogie carriage.
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
32	141	24	14	22	34	60	...	16	1	...	8	22	374		

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE.													Total.
		State lines worked by Companies.			State lines worked by the State.					Lines worked by guaranteed Companies.			Line owned by native State and worked by Company.		
		I.—East Indian.	II.—Bengal-Nágpur.	III.—Indian Midland.	X.—North Western (state).	XII.—Oudh and Rohilkhand (state).	XIII.—Eastern Bengal (state) (including the Bengal Central railway).	XV.—Calcutta Port Commissioners'.	XVI.—East Coast (state).	XXII.—Great Indian Peninsula.	XXIII.—Bombay, Baroda and Central India.	XXIV.—Madras.	XXX.—The Nizam's Guaranteed State.		
	Coaching vehicles—*continued.*														
	Brought forward .	104	14	24	142	53	29	...	12	88	25	37	16		544
10	Composite, first and second class carriages . . Ordinary .	60	25	34	71	35	41	...	4	73	18	(#) 42	9		412
	Bogie .	...	...	...	25	...	...	...	...	...	4	...	...		29
	Ambulance .	...	...	...	...	...	...	...	...	...	...	...	...		...
	Six-wheeled.	...	...	...	...	...	...	...	...	...	5	...	...		5
11	Composite, second and third class carriages . . Ordinary .	...	...	...	...	...	...	...	...	2	...	...	...		2
	Bogie .	...	...	...	...	...	...	...	...	...	...	...	...		...
	Ambulance .	...	...	...	...	...	...	...	...	...	...	...	...		...
12	Composite, first second and third class carriages . Ordinary .	...	...	...	...	...	...	...	...	...	...	...	...		...
	Bogie .	...	...	...	10	...	...	...	...	...	...	...	...		10
	Ambulance .	...	(a) ...	...	...	(c) ...	...	...	...	...	...	...	...		...
13	Other composite carriages . . Ordinary .	...	4	...	(b) ...	5	...	...	...	...	...	...	...		9
	Bogie .	...	...	...	2	...	...	...	...	...	...	...	...		2
	Ambulance .	...	...	...	...	...	(d) ...	...	...	...	...	...	...		...
14	Second class carriages . . Ordinary .	90	15	17	82	25	12	...	8	150	41	70	8		518
	Bogie .	...	...	...	...	...	...	...	...	...	...	...	...		...
	Ambulance .	...	...	...	...	...	...	...	...	...	...	...	...		...
15	Second class carriages with postal accommodation . Ordinary .	...	...	...	...	...	...	...	...	22	...	...	...		22
	Bogie .	...	...	...	...	...	...	...	...	...	...	...	...		...
	Ambulance .	...	...	...	...	...	...	...	...	...	...	...	...		...
16	Intermediate class carriages . Ordinary .	73	8	...	98	20	28	...	...	...	...	...	...		227
	Bogie .	...	...	...	...	...	...	...	...	...	...	...	...		...
	Ambulance .	...	...	...	...	...	16	...	...	...	...	...	...		16
	Six-wheeled.	...	...	...	...	...	...	...	...	...	22	...	...		22
17	Intermediate and third class carriages . Ordinary .	24	11	...	36	5	15	...	...	...	...	...	...		91
	Bogie .	...	...	...	14	...	...	...	...	...	...	...	...		14
	Ambulance	...	...	...	4	...	...	...	...	...	...	...	...		4
18	Intermediate and postal carriages . Ordinary .	...	...	...	...	8	8	...	...	...	3	...	...		19
	Bogie .	...	...	...	...	...	...	...	...	...	...	...	...		...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...		...
19	Intermediate, third and postal carriages. Ordinary .	...	1	...	25	...	1	...	...	...	...	...	...		27
	Bogie .	...	...	...	...	...	...	...	...	...	...	...	...		...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...		...
20	Lower class . Ordinary .	...	...	...	...	...	...	...	...	...	...	...	...		...
	Bogie .	...	...	...	...	...	...	...	...	...	...	...	...		...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...		...
	Carried over .	351	78	75	509	151	150	...	24	335	118	149	33		1,973

I—*continued.*

and metre gauge railways on the 31st December 1894.

METRE GAUGE.															
STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANIES.				LINES OWNED AND WORKED BY NATIVE STATES.		TOTAL.	Progressive number.	REMARKS.
XXXVII.—Bengal and North-Western—Tirhoot section. Company's section.	XXXIX.—Rajputana-Malwa.	XLI.—Southern Mahratta.	XLII.—Southern Mahratta (Mysore section).	XLIV.—South Indian.	XLVII.—Eastern Bengal (state)—Northern, Behar and Dacca sections.	XLVIII.—Burma (state).	LI.—Deoghur.	LII.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LIII.—Bengal Doors.	LIV.—Dibru-Sadiya.	LXI.—Jodhpore-Bickaneer—Jodhpore section. Bickaneer section.	LXII.—Bhávnagar-Gondal-Junágarh-Porbandar.			
32	141	24	14	22	34	60	...	16	1	...	8	22	374		
28	45	38	2	35	22	33	...	12	3	8	6	2	234	10	(*a*) These are composite (first and third class) carriages.
...	1	5	7	...	...	11	...	...	...	...	...	3	27		
...	...	...	...	...	...	...	...	...	...	...	...	...	...		(*b*) These are metre gauge composite (first, second and intermediate class) carriages.
...	...	...	...	...	6	...	...	...	...	...	...	...	6		
...	7	...	...	...	...	...	...	...	...	...	...	...	7	11	
...	...	...	...	...	...	5	...	...	...	...	...	2	7		(*c*) Of these, one is a composite (first and second, with luggage compartment), and four are composite (first, second, intermediate and third class) carriages.
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	9	...	...	...	...	...	...	...	...	9	12	
...	...	...	...	14	...	...	...	...	...	...	...	2	16		
...	...	...	...	...	...	...	...	...	...	...	...	...	...		(*d*) These are sleeping carriages.
...	...	...	...	...	...	...	(*a*) 2	...	...	...	...	...	2	13	
...	...	...	...	...	...	...	...	...	...	...	...	(*a*) 2	2		(*e*) Including thirty-seven sleeping carriages.
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
10	(*f*) 95	34	8	44	16	48	...	3	...	...	1	10	269	14	(*f*) Of these, forty are double carriages.
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	5	5	15	(*g*) Of these, one carriage has a compartment for the use of native invalids, and twenty-four carriages have latrine accommodation.
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	50	...	...	...	(*g*) 36	...	...	3	...	...	...	...	89		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	16	
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
22	25	...	...	...	1	...	...	7	...	...	...	...	55	17	
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	8	...	...	...	2	...	...	...	1	...	...	...	11	18	
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	19	
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	8	...	...	...	...	...	8	20	
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
92	372	101	31	124	117	157	10	41	5	8	15	48	1,121		

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE.													Total.
		State lines worked by companies.			State lines worked by the State.					Lines worked by guaranteed companies.			Line owned by native State and worked by company.		
		I.—East Indian.	II.—Bengal-Nagpur.	III.—Indian Midland.	X.—North Western (state).	XII.—Oudh and Rohilkhand (state).	XIII.—Eastern Bengal (state) (including the Bengal Central railway).	XV.—Calcutta Port Commissioners.	XVI.—East Coast (state).	XXII.—Great Indian Peninsula.	XXIII.—Bombay, Baroda and Central India.	XXIV.—Madras.	XXX.—The Nizam's Guaranteed State.		
	COACHING VEHICLES—*concluded.*														
	Brought forward	351	78	75	509	151	150	...	24	335	118	149		33	1,973
21	Third class carriages without brakes — Ordinary	616	(*a*)136	198	97	194	199	...	(*h*)85	526	196	342		52	2,641
	Third class carriages without brakes — Bogie	2	...	...	...	...	...	...	...	...	24	...	...		26
	Third class carriages without brakes — Ambulance	52	(*b*)23	22	106	15	...	...	..	29	15	28	...		290
	Third class carriages without brakes — Six-wheeled	...	...	...	...	...	...	...	...	...	18	...	...		18
22	Third class and postal vans — Ordinary	41	10	13	20	14	5	...	2	...	4	7		7	123
	Third class and postal vans — Bogie	...	...	...	...	...	...	...	...	...	...	...	...		...
	Third class and postal vans — Ambulance	...	...	...	...	...	...	...	...	...	...	...	...		...
23	Third class carriages with brakes — Ordinary	...	12	...	(*c*)178	50	...	...	...	...	26	6	...		272
	Third class carriages with brakes — Bogie	...	...	...	(*d*) 81	...	...	...	...	...	...	...	...		81
	Third class carriages with brakes — Ambulance	...	...	...	(*e*)312	...	...	...	...	...	...	...	...		312
24	Third class and brake vans	...	...	50	...	...	...	...	...	81	...	...	...		131
25	Compound third class incline vans	...	...	...	...	...	...	...	...	1	...	...	...		1
26	Brake vans	...	23	...	(*f*)512	...	...	...	11	508	28	...	...		1,082
27	Postal vans	22	...	...	11	...	...	...	2	6	2	9	...		52
28	Cooking vans	...	...	...	...	...	1	...	...	...	...	...	...		1
29	Prison vans	...	...	...	...	...	...	...	...	6	...	...	...		6
30	Carriages, dynamometer	...	...	...	1	...	...	...	...	...	...	...	...		1
31	Carriage trucks	39	4	5	42	12	4	...	...	50	4	21		2	183
32	Horse boxes	75	10	10	124	27	10	...	4	93	15	46		10	424
33	Luggage vans	21	20	30	53	8	13	...	...	80	14	24		7	270
34	Produce vendors' vans	...	...	...	...	...	40	...	...	...	...	...	...		40
35	Fish vans	...	...	...	...	...	20	...	...	...	...	...	...		20
36	Store, ice, and stationery vans	...	...	...	15	...	...	...	...	...	...	...	...		15
37	Brake vans fitted with postal compartments	...	...	...	...	...	...	...	...	...	...	...	...		...
38	Open wagons for passengers	...	...	...	...	...	...	...	...	...	...	...	...		...
39	Miscellaneous	...	...	...	...	...	3	...	...	...	...	...	...		3
	TOTAL COACHING VEHICLES	1,219	316	403	2,061	471	445	(*g*)	128	1,715	464	632		111	7,965
	GOODS VEHICLES.														
1	Cylindrical wagons	...	...	...	...	...	266	...	...	...	...	...	...		266
2	Covered goods wagons, bogie — Iron	...	...	...	412	...	...	...	...	...	...	...	...		412
	Covered goods wagons, bogie — Wooden	...	...	...	...	...	...	...	...	...	...	...	...		...
3	Covered goods wagons, ordinary — Iron	2,916	2,271	1,170	6,244	2,110	1,366	148	(*i*) 400	641	480	400		110	18,256
	Covered goods wagons, ordinary — Wooden	1,906	...	...	131	1,743	(*o*) 86	...	...	3,824	1,654	765		60	10,169
	Carried over	4,822	2,271	1,170	6,787	3,853	1,718	148	400	4,465	2,134	1,165		170	29,103

I—*continued.*

and metre gauge railways on the 31st December 1894.

METRE GAUGE.															
STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANIES.				LINES OWNED AND WORKED BY NATIVE STATES.		TOTAL.	Progressive number.	REMARKS.
(Bengal and North-Western—Tirhoot section. (Company's section. XXXVII.	XXXIX.—Rajputana-Malwa.	XLI.—Southern Mahratta.	XLIII.—Southern Mahratta (Mysore section).	XLIV.—South Indian.	XLVII.—Eastern Bengal (state)—Northern, Behar and Dacca sections.	XLVIII.—Burma (state).	LI.—Deoghur.	LII.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LIII.—Bengal Doors.	LIV.—Dibru-Sadiya.	LXI.—Jodhpore-Bikaneer—Jodhpore section. Bikaneer section.	LXII.—Bhávnagar-Gondal-Junágarh-Porbandar.			
92	372	101	31	124 (f)	147	157	10	42	5	8	15	48 (n)	1,121		
215	628	150	58	549	(k) 170	258	...	84	14	17	46	116	2,305		(a) Of these, nine carriages are provided with retiring accommodation for females.
6	31	8	15	...	2	...	...	...	...	...	...	12	74	21	
...	5	...	1	15	...	61	...	...	...	...	...	...	82		(b) Of these, eleven carriages are provided with retiring accommodation for females, and one carriage has fittings for Lushai and Collis' dandies.
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
16	8	29	...	2	7	6	...	2	...	...	...	4	74		
...	...	...	...	...	...	...	...	...	...	...	...	..	...	22	(c) Of these, twelve carriages belong to the late Ferozepore steam tramway.
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	81	199	30	...	...	4	...	10	...	...	2	...	326		(d) Including five metre gauge carriages.
...	...	19	...	28	...	31	...	...	...	...	...	...	78	23	(e) Of these, twenty-eight are bogie carriages.
...	...	...	2	...	...	4	...	...	...	...	...	...	6		
...	...	119	30	8	...	3	...	...	...	...	...	...	160	24	(f) Including one metre gauge brake van.
...	...	17	...	...	...	...	...	...	...	...	...	...	17	25	(g) There is no coaching stock on this railway.
...	266	22	...	...	...	...	2	...	5	...	12	...	307	26	(h) Of these, ten carriages are fitted with closets.
...	...	...	...	18	3	4	...	...	...	...	...	...	25	27	
...	1	...	...	...	...	...	...	...	...	...	...	...	1	28	(i) Of these, twelve are on bogie frames.
...	1	...	...	...	...	8	...	...	...	...	...	...	9	29	
...	1	...	...	...	...	...	...	...	...	...	...	...	1	30	(j) Of these, thirty-seven are of Clemenson's pattern and thirty-four are for females.
5	38	9	5	5	5	...	...	...	...	...	...	2	69	31	
15	82	28	8	30	10	34	...	5	...	1	(l) 5	4	222	32	(k) Two compartments of a third class carriage are reserved for the carriage of mails from Saraghat to Kaunia, and twenty-four carriages have female compartments and latrine accommodation.
8	(i) 31	10	12	81	9	31	...	6	...	...	...	...	181	33	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	34	
...	...	...	...	...	4	...	...	...	...	2	...	...	6	35	(l) Four of these are double.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	36	
...	...	...	...	...	...	...	...	18	...	6	...	...	24	37	(m) This is an open carriage on bogie frame.
...	...	...	...	...	...	...	...	...	...	...	(m) 1	...	1	38	(n) Of these, twelve carriages have latrine accommodation.
...	16	...	...	...	3	...	...	...	...	...	...	...	19	39	(o) Including four ambulance wagons.
350	1,561	711	192	860	330	601	12	166	24	34	81	186	5,108		(p) Of these, six wagons are fitted as construction brake vans, one as a locomotive store van, four as Divisional Officer's carriages, and five wagons are fitted to carry horses.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	(q) Including fifty steel wagons.
200	(q) 345	75	...	...	...	...	...	...	...	...	...	...	620	2	(r) Including one hundred wagons of the military type and one hundred wagons used for carrying horses.
...	...	...	...	...	...	500	...	...	...	...	...	...	500		(s) Of these, one hundred and eighteen are six-wheeled wagons.
1,634	2,025	(r) 2,462	406	957	(s) 1,075	(t) 50	...	470	65	...	...	258	9,396	3	(t) These are medium-size wagons.
418	1,959	206	...	856	696	(u) 1,456	4	20	...	89	180	...	5,884		
2,252	4,329	2,743	400	1,813	1,771	2,006	4	490	65	89	180	258	16,400		(u) Including one hundred and fifty medium-sized wagons.

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE.													Total.
		State lines worked by companies.			State lines worked by the State.					Lines worked by guaranteed companies.			Line owned by native State and worked by company.		
		I.—East Indian.	II.—Bengal-Nágpur.	III.—Indian Midland.	X.—North Western (state).	XII.—Oudh and Rohilkhand (state).	XIII.—Eastern Bengal (state) (including the Bengal Central railway).	XV.—Calcutta Port Commissioners.	XVI.—East Coast (state).	XXII.—Great Indian Peninsula.	XXIII.—Bombay, Baroda and Central India.	XXIV.—Madras.	XXX.—The Nizam's Guaranteed State.		
	GOODS VEHICLES—*concluded.*														
	Brought forward	4,822	2,271	2,170	6,787	3,853	2,718	148	400	4,465	2,134	1,165		170	29,103
4	High-sided wagons, bogie — Iron	...	...	...	...	...	...	...	...	50	...	...		10	60
	High-sided wagons, bogie — Wooden	...	...	...	...	...	...	...	...	...	...	...	...		...
5	High-sided wagons, ordinary — Iron	...	...	600	384	...	...	...	100	...	706	(c)50		100	1,940
	High-sided wagons, ordinary — Wooden	...	...	...	106	18	48	2	...	383	205	888	...		1,650
6	Medium-sided wagons, bogie — Iron	...	...	...	...	...	...	...	...	...	...	...	...		...
	Medium-sided wagons, bogie — Wooden	...	...	...	...	...	...	...	...	...	...	...	...		...
7	Medium-sided wagons, ordinary — Iron	...	765	...	...	...	...	...	...	...	...	...		250	1,015
	Medium-sided wagons, ordinary — Wooden	...	...	...	...	...	...	...	...	...	...	...		40	40
8	Low-sided wagons, bogie — Iron	...	...	...	(h)234	...	...	...	...	...	...	...	...		234
	Low-sided wagons, bogie — Wooden	...	...	...	1	...	...	...	...	...	...	...	...		1
9	Low-sided wagons, ordinary — Iron	404	210	68	1,743	146	106	5	300	907	274	...		80	4,243
	Low-sided wagons, ordinary — Wooden	1,479	...	...	396	126	60	5	...	1,822	...	213	...		4,101
10	Cotton wagons, covered — Iron	...	...	...	...	...	...	...	...	...	...	...	...		...
	Cotton wagons, covered — Wooden	...	...	...	...	...	...	...	...	...	...	...	...		...
11	Open wagons for jute	...	(a)45	...	...	...	...	7	...	...	...	...	...		52
12	Pilot wagons	...	...	...	...	...	...	...	...	25	11	...	...		36
13	Dummy wagons	15	(b)7	...	...	...	3	...	...	...	...	...	...		25
14	Coal or coke wagons	2	...	...	...	...	...	...	...	...	...	60	...		62
15	Salt wagons	...	...	...	...	...	...	...	...	...	150	...	...		150
16	Cattle wagons	1,179	...	...	25	6	5	...	...	...	...	50	...		1,265
17	Flat wagons	...	...	...	...	...	...	...	...	...	...	...	...		...
18	Accident vans	...	...	...	...	...	...	...	...	...	...	...	...		...
19	Platform wagons	...	...	...	...	...	...	5	...	...	...	(o)3	...		8
20	Coal hoppers	960	...	...	(i) 2	...	...	...	...	...	...	...	...		962
21	Powder vans	31	4	4	47	8	1	...	2	18	6	4	...		125
22	Tools or stores vans	...	(c)1	...	1	3	1	...	...	...	...	(p)10	...		16
23	Treasure vans	...	...	...	8	...	...	...	...	...	...	...	...		8
24	Relief vans	21	8	10	...	4	5	...	...	...	...	...	...		48
25	Six-wheeled trucks — Iron	...	...	...	...	...	...	...	...	...	101	...	...		101
	Six-wheeled trucks — Wooden	3	...	...	...	...	...	...	...	...	1	...	...		4
26	Timber trucks — Iron	...	...	...	39	56	...	...	30	11	...	...	...		136
	Timber trucks — Wooden	79	16	...	14	139	23	...	...	180	60	...	...		511
27	Ballast wagons	...	76	(f)150	...	...	...	...	...	...	200	...		28	504
28	Rail trucks	...	...	...	(g)256	...	...	...	...	...	...	(c)50	...		306
29	Fuel trucks	...	...	...	...	...	82	...	...	...	...	70	...		152
30	Bolster trucks — Double	...	...	...	...	...	...	...	...	...	...	50	...		50
	Bolster trucks — Single	...	...	50	...	...	12	...	...	...	...	100	...		162
31	Travelling oil tanks	4	4	...	29	2	2	...	...	...	3	(c)6	...		50
32	Travelling water tanks	...	...	8	(k)41	...	1	...	...	12	45	4		2	83
33	Travelling cranes	20	(d)8	8	44	12	(m)4	...	...	47	...	(m)7		2	152
34	Accident cranes	...	...	...	...	4	...	...	2	...	3	...		3	12
35	Brake vans	341	(e)100	(g)76	...	120	(n) 63	...	16	...	66	172		41	995
36	Miscellaneous	...	...	...	(l) 1	...	1	...	...	...	125	...	...		127
	TOTAL GOODS VEHICLES	9,360	3,515	2,144	10,158	4,497	2,135	172	850	7,920	4,060	2,902		776	43,489

and metre gauge railways on the 31st December 1894.

METRE GAUGE.															
STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANIES.				LINES OWNED AND WORKED BY NATIVE STATES.		TOTAL.	Progressive number.	REMARKS.
XXXVII.—(Bengal and North-Western—Tirhoot section. Company's section.	XXXIX.—Rajputana-Malwa.	XLI.—Southern Mahratta.	XLIII.—Southern Mahratta (Mysore section).	XLIV.—South Indian.	XLVII.—Eastern Bengal (state)—Northern, Behar and Dacca sections.	XLVIII.—Burma (state).	LI.—Deoghur.	LII.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LIII.—Bengal Dooars.	LIV.—Dibru-Sadiya.	LXI.—Jodhpore-Bikaneer—Jodhpore section. Bikaneer section.	LXII.—Bhávnagar-Gondal-Junágarh-Porbandar.			
2,252	4,329	2,743	400	1,813	1,771	2,006	4	490	65	89	180	258	16,400		
...	...	74	...	...	...	...	...	...	...	...	...	...	74	4	(a) Of these, ten are bamboo wagons.
...	...	...	...	...	...	...	...	...	...	...	...	...	...		(b) Of these, four are six-wheeled wagons.
...	...	...	170	400	...	...	...	...	...	...	...	...	570	5	(c) These are six-wheeled wagons.
...	137	...	...	413	...	69	...	...	...	479	...	...	1,089		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	(d) Of these, seven are six-wheeled wagons.
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	150	(q) 140	...	350	...	...	...	...	...	...	...	...	640		(e) Of these, sixty-five are six-wheeled vans.
...	...	...	...	154	...	(v) 330	4	...	...	...	...	...	488	7	(f) Including ten construction ballast wagons, awaiting disposal.
28	1,180	...	...	20	...	(w)50	...	...	...	...	...	20	1,298	8	(g) Including ten incline and four construction brake vans, awaiting disposal.
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
150	266	472	73	...	47	166	...	...	15	...	...	183	1,372	9	(h) Including thirty-seven metre gauge wagons.
111	952	163	1	...	168	211	...	86	...	70	40	327	2,129		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	(i) These are metre gauge coal wagons.
...	...	...	...	63	...	...	...	...	...	...	...	...	63		
...	...	...	...	...	40	...	...	...	...	...	...	...	40	11	(j) Including eleven metre gauge trucks.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	
...	...	...	...	...	10	19	...	...	...	...	...	...	29	13	(k) Including one metre gauge water tank.
...	...	200	...	...	...	...	...	...	...	...	...	...	200	14	(l) These are bogie wagons.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	15	(m) Of these, three are six-wheeled.
4	...	25	3	6	...	120	...	...	...	...	...	6	164	16	(n) Of these, twenty-seven are six-wheeled vans.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	17	(o) Of these, one is an eight-wheeled wagon.
...	15	...	...	...	...	...	...	4	...	...	...	...	19	18	
2	47	...	...	4	25	...	...	...	...	...	...	...	78	19	(p) These also serve the purposes of accident vans.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	20	
1	35	11	2	5	2	6	...	2	...	1	...	2	67	21	(q) Including seventeen wagons fitted with stanchions and chains.
2	1	...	...	...	1	...	...	...	...	...	...	(y)3	7	22	(r) Of these, two are six-wheeled vans.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	23	(s) Of these, fourteen are guard wagons to travelling cranes and eight are six-wheeled cranes.
7	...	(r)10	3	...	5	9	...	1	...	...	...	...	35	24	
...	...	2	...	...	...	...	...	...	...	...	...	...	2	25	(t) Of these, ten are fitted with bolsters, fifteen with four fixed iron bolsters, and twelve with two fixed wooden bolsters.
...	...	...	...	15	...	...	...	...	...	...	...	...	15		
50	31	38	(t)37	(l)18	...	...	...	76	...	...	...	16	266	26	(u) Of these, one is a guard wagon to travelling cranes.
32	45	36	...	33	42	...	...	...	...	50	...	...	238		
...	...	...	...	...	...	...	...	...	...	...	...	74	74	27	(v) Including thirty-two medium-sized wagons fitted with bolsters.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	28	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	29	(w) Including twenty-five wagons fitted with bolsters.
...	...	...	...	...	...	(x)127	...	...	...	...	...	...	127		
...	...	(t)55	...	...	...	118	...	...	...	...	...	...	173	30	(x) Of these, twenty-five are bogie, and one hundred and two six-wheeled trucks.
...	6	4	...	6	...	...	...	...	...	...	...	...	16	31	
...	...	7	...	17	...	6	...	...	...	...	...	...	30	32	
13	26	(s)29	(u)6	3	(m) 10	19	...	6	1	1	...	(c)2	116	33	(y) One of these is on a bogie frame.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	34	(z) These are road vans.
67	...	...	...	52	58	121	...	9	...	12	...	37	356	35	
...	...	...	...	...	2	...	...	...	...	...	...	(z)7	9	36	
2,719	7,220	4,009	695	3,372	2,181	3,368	8	674	81	702	220	935	26,184		

APPENDIX J.

An agreement made this 28th day of September, 1882 between THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and ROBERT RUSSELL CAREW, of Carpenders Park, in the County of Herts Esquire, of the other part.

WHEREAS the said Robert Russell Carew and divers other persons contemplate the immediate formation and establishment of a Joint Stock Company with an English domicil, a nominal capital of not less than the sum of two hundred thousand pounds, and powers sufficient to enable it to undertake, carry out and fulfil all the works, duties and liabilities, which, under the Indenture set out in the schedule hereto (hereinafter called "the Schedule Contract"), would have to be executed, carried out and performed by the Company party thereto, and have requested the Secretary of State to enter into such undertaking as on his part hereinafter contained, which he has consented to do.

NOW these presents witness, that the Secretary of State doth hereby undertake with the said Robert Russell Carew that if, prior to the 12th day of December 1882 a Joint Stock Company shall be incorporated by special Act of the Parliament of the United Kingdom, or duly registered under the provisions of the Companies Acts, 1862 to 1880, in either case with an English domicil, a nominal capital of not less than the sum of two hundred thousand pounds, and powers sufficient to enable it to undertake, carry out and fulfil all the works, duties and liabilities which under the Scheduled Contract would have to be executed, carried out and performed by the Company party thereto and if the Company to be so incorporated or registered shall, prior to the 1st day of February 1883, duly and formally execute, in duplicate, an Indenture identically in the words and figures of the Scheduled Contract, with the addition thereto only of the date of the Indenture, and shall, on or prior to the said 1st day of February 1883, deliver to the Secretary of State the said Indenture in duplicate, duly and formally executed by the Company, the Secretary of State will, at any time afterwards, at the request of the said Robert Russell Carew, to be testified by some writing under his hand, execute and deliver the same Indenture, which shall thereupon become binding upon the parties thereto. In witness whereof the Honourable Edmund Drummond and Sir Barrow Helbert Ellis, K.C.S.I., being two members of the Council of India, and Robert Russell Carew have hereunto set their hands the day and year first above written.

THIS INDENTURE made the 12th day of October 1882 between the SECRETARY OF STATE IN COUNCIL OF INDIA of the one part and the ROHILKUND AND KUMAON RAILWAY COMPANY, Limited, of the other part.

WITNESSETH and it is hereby agreed and declared as follows:—

Interpretation of Terms.

1. In this Contract the expression "the Secretary of State" means the Secretary of State in Council of India. The expression "The Company" means the Company party to these presents. The expression "the earnings of the Company" means the gross moneys to be derived by any means by or on behalf of the Company from or in respect of its general undertaking contemplated by this Contract so far as existing from time to time (except share and borrowed caiptal and so much of the said gross moneys derived as aforesaid as ought to be attributed to capital account) and except any moneys to be paid by the Secretary of State to the Company under the 39th Section of this Contract and includes the gross moneys to be derived by the Company from the working of traffic over the road mentioned in the 34th Section of this Contract and from under or by means of any Contract which shall be made by the Company with any person or other Company for the working by such person or Company of traffic over the said road and from the working by the Company of any telegraphs or telegraphic appliances of which the Secretary of State shall for the time being allow the Company the use and also includes all payments to be made by the Secretary of State to the Company for services to be performed by the Company for him and all moneys to be paid by him to the Company under the 29th and 31st Sections of this Contract.

Duration of Contract.

2. This Contract shall unless previously determined under provisions for that purpose hereinafter contained terminate on the 31st day of December 1981 by efflux of time.

Construction of line.

3. The Company shall by the 1st day of January 1885, on the Secretary of State at the reasonable request of the Company duly providing the land requisite for the purpose construct and open for public traffic a single track line of railway from a point on the Pilibhit State Railway near Bareilly in the North-Western Provinces of India (the point to be fixed by the Secretary of State) to Katgodam a distance of about 62 miles together with all such stations, station yard, offices, warehouses, houses for employés, machinery conveniences and works as shall be necessary or proper for the purposes of the said line of railway either as regards the due working of the same or as regards the permanence of the same and the protection of the same from destruction or injury by inundation, tempest, or otherwise. The said line of railway (hereinafter referred to as "the projected railway") shall be of the metre gauge and shall in general structural character conform with the now existing standard of the State Railway from Cawnpore to Furrukhabad.

Route of Railway.

4. The projected railway shall as far as reasonably practicable follow the route of the existing public road from Bareilly to Katgodam, and may to such extent as the Secretary of State shall sanction, and subject to such conditions as he shall prescribe, be constructed on such road and pass over the bridges and culverts thereof. Subject to the preceding provisions of this section the Secretary of State shall determine the route of the projected railway, and notify to the Company such route so far as the same shall from time to time have been determined by him.

Situation of Stations, &c.

5. The Secretary of State shall have power to determine the situation and dimensions of all stations, station yards, offices, warehouses, houses for employés, conveniences and works, to be constructed in connection with, or as part of, the projected railway and may require any part of the line or works to be properly fenced.

Land, &c.

6. The Secretary of State shall, at the reasonable request of the Company, from time to time provide free of cost to the Company, except so far as is stipulated by Section 8 of this Contract, the land requisite for the purposes of the projected railway, and for the stations, station yards, offices, warehouses, houses for employés, conveniences and works, of the same railway, and for purposes connected with the working by the Company of traffic over the road to be constructed under the 34th Section of this Contract, and shall give to the Company possession of the land so provided. The Company shall be entitled to possession until and inclusive of the 31st day of December 1981, unless this Contract shall be previously determined, under the provisions hereinafter contained, or if this Contract shall be so previously determined, then until the day on which this Contract shall terminate, of such of the land of which the Secretary of State shall give to the Company, possession, under the provisions of this Contract, as shall be permanently required for the purposes of the projected railway; and the Secretary of State will guarantee as against all claimants, the possession of the land by the Company, but shall not be required to show any title thereto: Provided that nothing in this section contained shall be construed to exonerate the Company from its obligations under the next following section hereof, or to deprive the Secretary of State of any power conferred on him by that section.

7. The Company shall, from time to time, upon the requisition of the Secretary of State, re-deliver possession to him of any such of the land of which he shall have given possession to the Company for any purposes connected with the projected railway, or with the working by the Company of traffic over the road mentioned in the last preceding section, as shall not be necessary to be retained permanently or temporarily by the Company for any purposes connected with this Contract.

8. The Company shall, from time to time, on demand by the Secretary of State, pay to him the cost price to him as certified by him of any such of the land from time to time provided by him under the provisions hereinbefore contained, as shall be hereafter

purchased by him. All amounts becoming payable to the Secretary of State under this section shall be paid into such Government Treasury in India as the Secretary of State shall from time to time appoint for the purpose: Provided that as, and when possession of any land for which the Company shall have paid to the Secretary of State the cost price, shall under the last preceding section be re-delivered to the Secretary of State, he shall repay to the Company the cost price to him thereof; All land provided by the Secretary of State under the stipulations of this Contract shall, whether provided at his cost or that of the Company, be and continue the property of the Secretary of State subject only to such right of possessions and user thereof by the Company as the Company may be entitled to under this contract.

Timber and forest produce.

9. Subject to such conditions as the Secretary of State may prescribe as to the boundaries of the forest tracts concerned and as to the description of trees and other produce to be cut and removed, and as to the rules to be observed in cutting and removing trees and other produce, the Secretary of State will allow the Company to cut down in, and remove from, the Bhaber and Tarai forests conveniently situated for the purpose, timber sufficient for the sleepers required for the original construction of the projected railway, and firewood required for the use of the Company as fuel. The Company is to make no payment for the timber taken by it under this section for sleepers, but in respect of the firewood, is to pay annually to the Secretary of State ₹100 in lieu of forest dues.

Equipment with rolling-stock, &c.

10. The Company shall equip the projected railway with rolling-stock, plant, and machinery to the satisfaction of the Secretary of State. The rolling-stock on the opening of the line throughout for public traffic shall, unless it shall be otherwise agreed by the Secretary of State, consist of not less than 5 engines, 36 passenger vehicles, and 139 goods wagons and miscellaneous vehicles.

Opening for traffic.

11. The Company may, from time to time, as often as an inspecting officer acting on behalf of the Secretary of State shall certify that any portion of the projected railway is fit for the conveyance of passengers and goods, and properly equipped with rolling-stock, plant, and machinery, open the same portion for public traffic and shall when and so soon as an inspecting officer so acting as aforesaid shall have certified that the whole of the projected railway is complete and fit for the conveyance of passengers and goods, and properly equipped with rolling-stock, plant, and machinery, open the projected railway throughout for public traffic so far as then not open for that purpose.

Access to and use of Bareilly terminus and Pilibhit State Railway.

12. The Secretary of State shall by the 31st day of December 1883, construct the terminal station of the Pilibhit State Railway at Bareilly, with all needful connections with the Bareilly station of the Oudh and Rohilkhund Railway, and also that portion of the Pilibhit Railway which extends from the said terminal station to the point near Bareilly at which the projected railway commences, and the Company shall from and after the 31st day of December 1883, subject to such Regulations and to such payments as the Secretary of State shall from time to time conformably with this section prescribe, have access for its trains over the aforesaid portion of the Pilibhit Railway to the said terminal station of the Pilibhit Railway in Bareilly, with such accommodation for the trains and traffic of the Company in the terminal station last aforesaid as the Secretary of State shall consider sufficient for the purposes of the Company. The payments for the use of the said Railway and station shall commence from the date of the opening of the projected railway throughout for public traffic, or from the 1st day of January 1885, whichever date shall first arrive. In no case shall a larger annual sum than ₹11,250 be payable by the Company for the sole or other use of the terminal station and approach mentioned in this section; and subject to this qualification the payments to be made by the Company under this section shall not in respect to any such periods as the Company shall have the sole use of the terminal station and approach mentioned in this section, exceed the sums to which interest would amount if calculated during the corresponding periods, at the rate of 4½ per cent. per annum on the

aggregate cost to the Secretary of State, as stated by him, of the construction of the terminal station and approach last aforesaid, and shall not during any other periods exceed amounts bearing the same proportion to the maximum amount which might have been charged to the Company had it had the sole use during those periods of the terminal station and approach mentioned in this section, as the Company's traffic for the time being using the same station and approach bears to the aggregate traffic for the time being using the same.

Telegraphs.

13. The Secretary of State may, from time to time, construct such electric telegraphs and telegraphic appliances as he shall think fit along or upon the projected railway, or any part or parts thereof, or any land or works belonging thereto, and may maintain and work the same electric telegraphs and telegraphic appliances as he shall think fit; and it shall be lawful for him from time to time to erect, maintain, make, do, and execute on any part or parts of the projected railway or any land or works belonging thereto, all such buildings, machinery, works, acts, and things as he shall, consider necessary or proper in relation to the construction, maintenance, use, and working of the said electric telegraphs and telegraphic appliances. The Company shall, at all times, furnish the Secretary of State with such free passes over the projected railway or any part or parts thereof as he shall require for persons employed by him, in or about or in connection with the construction, maintenance, working or inspection of the electric telegraphs and telegraphic appliances mentioned in this section, or any buildings or works appertaining thereto.

14. The Secretary of State shall, from time to time, allow the Company to have the exclusive use of any such electric telegraphs and telegraphic appliances as he shall from time to time consider proper to be used by the Company for the purpose of safely or efficiently working the projected railway, or any part or parts thereof, and shall keep the same electric telegraphs and telegraphic appliances in good repair and in good working order and condition; and the Company shall from time to time, upon demand, pay into such Government Treasury in India as shall from time to time be appointed for the purpose by the Secretary of State, the amount which the Secretary of State shall from time to time require the Company to pay in respect of the charges made from time to time by the Government Telegraph Department for rent, maintenance, and inspection of the electric telegraphs and telegraphic appliances of which the Secretary of State shall from time to time have allowed the Company the exclusive use. All amounts paid by the Company under the stipulation last hereinbefore contained, shall be included amongst working expenses.

15. The Company if so directed by the Secretary of State shall, in working any electric telegraphs and telegraphic appliances of which it shall for the time being be allowed the exclusive use under the last preceding section, observe the rules as to working telegraphs and telegraphic appliances for the time being in force in the case of State Railway Telegraphs, or such rules as the Secretary of State may from time to time prescribe for the Company's observance; and if so directed by the Secretary of State, shall account in such manner as shall be prescribed by the rules for the time being in force in the case of State Railway Telegraphs, or as the Secretary of State shall require for the receipts derived from the working of electric telegraphs and telegraphic appliances.

As to maintenance and management of the projected railway.

16. The Company shall keep the projected Railway or so much thereof as shall for the time being have been opened for public traffic, and the stations and other works belonging thereto, in good repair, in good working condition, and sufficiently supplied with rolling-stock, plant, machinery, and stores.

17. The Company shall, to the satisfaction of the Secretary of State, and at its own cost, keep in good order and in a condition suited to the use of ordinary wheeled and other traffic, all bridges and culverts on the aforesaid road from Bareilly to Katgodam over which the projected railway shall pass, including the bridge over the Kitcha river, and shall further pay into such Government Treasury in India as the Secretary of State shall from time to time appoint for the purpose, the sum of ₹330 yearly, in consideration of work done by the Government for the improvement of the bridge last aforesaid.

18. The Company shall keep the rolling stock, machinery, and plant for the time being belonging to the projected railway, and to every part thereof which shall for the time being have been opened for public traffic, in good repair and in good working condition.

19. The Company shall maintain a sufficient staff for the purpose of working the projected railway or so much thereof as shall for the time being have been opened for public traffic.

20. The projected railway and all the stations and other works, rolling-stock, fixed and moveable machinery and plant from time to time belonging thereto, shall at all times be open to inspection by any officer or officers acting on behalf of the Secretary of State, and the Company shall afford to every such officer all such facilities as he shall reasonably require to enable him to inspect any of the particulars open to inspection under this section.

21. Whenever any duly authorised inspecting officer acting on behalf of the Secretary of State shall report to the Government of India that in his opinion the use of the projected railway, or of any particular part thereof, will be attended with danger to passengers, the projected railway or the part thereof referred to in the report, as the case may be, shall upon the requisition of the Government of India, be forthwith closed so far as regards the conveyance of passengers, and shall not be reopened for that purpose unless and until such an inspecting officer, as last above mentioned, shall have subsequently inspected the projected railway; or as the case may be the part thereof for the time being closed, and have certified the projected railway; or as the case may be the part thereof for the time being closed, to be fit and safe for the conveyance of passengers.

22. The Secretary of State may, from time to time, prohibit the Company from using any engine, carriage, wagon, vehicle, machine, or appliance of any description whatsoever, of which the use shall be declared by a duly authorized inspecting officer acting on behalf of the Secretary of State to be attended with danger to passengers or to the public, and the Secretary of State may by taking into his custody such engine, carriage, wagon, vehicle, machine, or appliance, or by such other means as he shall think fit to employ, prevent the Company from using the same.

23. The Secretary of State may, from time to time, after the projected railway shall have been opened throughout for public traffic, by notice in writing, require the Company to carry out any reasonable alteration, improvement, or addition that may, in his opinion, be necessary for the safety of passengers, or of the public, or for the safe working of the railway, to be made in or to any part of the projected railway, or any of the stations or works belonging thereto. Such notice shall specify the alteration, improvement, or addition required, and shall also in general terms describe the works to be executed for the purpose of effecting the same. On receiving any such notice the Company shall, with all reasonable speed, execute the works described therein; the Secretary of State providing and giving the Company possession of any land that may be requisite for the purpose of such works. The land so soon as in the possession of the Company, to be as between the Secretary of State and the Company subject as nearly as may be to the stipulations and provisions to which it would have been subject under this Contract, had it been land of which possession was given to the Company by the Secretary of State for the original construction of the projected railway, or of works necessary or proper for the purposes thereof. The Company shall pay to the Secretary of State the cost price to him of such of the land provided by him under this section as shall be hereafter purchased by him. If, and as often as the Company shall fail to execute or complete to the satisfaction of the Secretary of State, and within a reasonable time, the works prescribed in any such notice as mentioned in this section, the Secretary of State may execute or complete the execution of the works, and the works so executed or completed by the Secretary of State shall be taken to by the Company as works belonging to the projected railway; and the Company and the Secretary of State shall, subject to the proviso next hereinafter contained, respectively, be in the like relative positions in respect to such works as they respectively would have been in had the works been completed by the Company: Provided always, and it is hereby declared that the Company shall refund to the Secretary of State all expenditure incurred by him in the exercise of the powers conferred on him by this section, and shall from time to time on demand pay into such Government Treasury in India as he shall from time to time appoint for the purpose, the amount which the Secretary of State shall from time to time state to be due to him from the Company in respect of such expenditure as last aforesaid.

Police.

24. The Secretary of State shall provide and maintain for the purposes of so much of the projected railway as shall, for the time being have been opened for public traffic, such a force of police as the Company, with the approval of the Secretary of State, shall from time to time require, with the qualification that in case of difference between the Secretary of State and the Company as to the force of police required for the preservation of law and order, the determination of the question shall rest with the Secretary of State. The cost of providing and maintaining the force of police provided and maintained under this section, shall, as to three-tenths, be borne by the Secretary of State as part of the general expenditure of the Government of India, and, as to the remaining seven-tenths, by the Company: And the Company shall, from time to time, on demand by the Secretary of State pay into such Government Treasury in India as the Secretary of State shall appoint for the purpose, the amount which the Secretary of State shall from time to time state to be due to him from the Company in respect of the force of police provided—and maintained under this section: All amounts paid by the Company under the stipulation last hereinbefore contained shall be included amongst working expenses.

25. If the Company shall so desire, the Secretary of State will provide, at the sole cost of the Company, such a force of police as with the approval of the Secretary of State the Company shall from time to time require for the protection of so much of the projected railways as shall for the time being be under construction.

As to the use and working of the Company's undertaking and the conveyance of traffic.

26. From and after the time when the projected railway shall have been opened throughout for public traffic, until this Contract shall terminate by efflux of time or otherwise, the Company shall keep the same so opened and carry on thereon the business of common carriers of passengers and goods, and in particular shall, unless hindered or prevented from so doing by accident or any other matter not within its own control, run daily from each extremity of the projected railway to the opposite extremity thereof, not less than one train for the carriage of passengers, and, if the Secretary of State shall so require, such train shall stop at every station on the route for the purpose of taking up and setting down passengers. The operation of this section shall from time to time be suspended so far as it shall be impossible for the Company to fulfil the obligations created by it without breach of the stipulations contained in the 21st Section of this Contract.

27. The Secretary of State may, from time to time, if he shall think any alteration or improvement in the working by the Company of the projected railway or any part thereof necessary for the safety of passengers, or of the public, or for the effectual working of the railway, require the Company to effect such alteration or improvement, and the same shall thereupon be effected by the Company.

28. The maximum fares and rates to be charged by the Company for the carriage of passengers and goods respectively on the projected railway, or so much thereof as shall for the time being have been opened for public traffic shall be as follows (that is to say):—

Passenger fares.	*Goods rates.*
First class 3 annas per mile.	Edible grains $\frac{1}{8}$ pie per maund per mile.
Lower class 4½ pies ,, ,,	Parcels and live-stock at rates not exceeding 50 per cent. over the rates for the time being in force on the East Indian Railway.
Passengers' luggage 2 pies per maund per mile.	All other goods 2 pies per maund per mile.

29. All services which the Secretary of State may require the Company to perform for the Post Office by way of conveyance over the projected railway or any portion thereof of mails as defined by the Post Office Act or Acts for the time being in force in India, or the conveyance over the projected railway or any portion thereof of Post Office servants when on duty, shall be performed by the Company, and the Company shall be entitled to receive from the Secretary of State in every half-year the sum of ₹5,000, which shall be taken by the Company as in full payment for all services mentioned in this section, excepting services for the due performance of which it shall be requisite for the Company to run a train or engine specially, in which cases the Secretary of State shall pay the Company a reasonable remuneration for the special services rendered to him.

30. The Company shall convey over the projected railway, or so much thereof as shall for the time being have been opened for public traffic, gold and silver bullion and coin and copper coin belonging to the Secretary of State, and the persons in charge thereof at special rates to be from time to time agreed upon between the Secretary of State and the Company.

31. All services performed by the Company for the Secretary of State in relation to its general undertaking contemplated by this Contract, or any part of such undertaking other than those specially provided for as aforesaid, shall be paid for by the Secretary of State at the ordinary tariff rates charged to the public.

32. The Company shall, from time to time, if so required, give precedence to the demands of the Secretary of State whether for freight or passenger accommodation, over all other traffic on the projected railway, or so much thereof as shall for the time being have been opened for public traffic.

33. The Company shall not, as between members of the general public, make or give any undue or unreasonable preference or advantage to or in favour of any particular person or Company, or any description of traffic in any respect whatsoever, or subject any particular person or Company or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

Road to Naini Tal Brewery.

34. The Secretary of State will construct and afterwards maintain a road for ordinary wheeled traffic from the terminus of the projected railway at or near Katgodam to the Naini Tal Brewery. The road mentioned in this section shall be completed within one calendar month after the time when the projected railway shall have been opened throughout for public traffic.

35. The Company shall provide and work, or cause to be provided and worked to the reasonable satisfaction of the Secretary of State, sufficient and suitable means of transport by wheeled vehicles or otherwise over the road last aforesaid, for all passengers and goods requiring to be carried from the terminus last aforesaid to the Naini Tal Brewery, and from the Naini Tal Brewery to such terminus respectively.

Money Capital.

36. The Company shall within such period and by such instalments as the Secretary of State and the Company shall agree, pay into the Bank of England to the credit of the Secretary of State, the sum of £200,000: Provided that the Company may *pro tanto* discharge itself of its obligations under this section by payment of any amount in rupees into any Government Treasury in India approved for the purpose by the Secretary of State; amounts so paid to be deemed the equivalent of sterling money at the rate of R12 to the pound sterling.

Drafts on Capital.

37. As often as any moneys shall (until the aggregate amount paid in by the Company under the last preceding section shall be exhausted or have been refunded by the Secretary of State to the Company) be required by the Company to defray expenditure incurred by the Company in fulfilling its obligations under this contract; the same may be drawn by the Company in London or in India according to such arrangements as shall be made from time to time with the Secretary of State for the purpose. Ten days' notice at least of every draft or proposed draft shall be given by the Company to the Secretary of State, and the Company shall not in any case be entitled, under this section, to draw to an extent greater than the balance in its favour for the time being, having regard to the respective amounts for the time being paid by the Company under the section last hereinbefore contained, and drawn by the Company under this section. All such amounts as shall be drawn in India by the Company under this section shall be deemed equivalent to sterling money at the rate of R12 to the pound sterling, and the provisions of section 70 of this Contract shall not apply to moneys of which the Company shall, under this section, have given notice of drawing in London.

Return of Surplus.

38. If the aggregate amount which shall have been paid by the Company under the 36th Section of this Contract shall not have been drawn by the Company at the time when

the projected railway shall have been opened throughout for public traffic, or when this Contract shall terminate under notice given by the Secretary of State under the provisions hereinafter contained, the Secretary of State shall refund to the Company in London the balance remaining undrawn.

Temporary provisions.

39. The Secretary of State will, if this Contract shall so long continue until and inclusive of the 1st day of January 1885, unless the projected railway shall have been previously opened throughout for public traffic, and in that case until the day on which the projected railway shall have been first opened throughout for public traffic, out of the revenues of India, pay to the Company in London half-yearly on the 1st day of July, and the 1st day of January, interest at the rate of 4 per cent. per annum on so much of the said sum of £200,000, as shall, for the time being, have been paid by the Company in accordance with the previous provisions of this Contract. Such interest as is under this section to be paid on the 1st day of July, is to be calculated up to the 30th day of June immediately previous, and such interest as is under this section to be paid on the 1st day of January is to be calculated up to the 31st day of December immediately previous. If the liability of the Secretary of State to pay interest to the Company shall terminate by the projected railway having been opened throughout for public traffic, the Secretary of State shall, as soon as may be afterwards, pay to the Company a properly apportioned part of the half-yearly payment of interest accruing at the time when the projected railway shall first have been opened throughout for public traffic. The Secretary of State shall be entitled to interest at the rate of 4 per cent. per annum on all amounts paid by him to the Company under this section, the interest to run in favour of the Secretary of State on the respective amounts from the respective dates of the payment thereof respectively by him to the Company, but except under the provisions of the sub-sections respectively numbered 2 and 7 of the 40th Section of this Contract, the Secretary of State shall not be entitled either to repayment of the interest paid by him to the Company under this section or to payment of the interest thereon.

40. The earnings of the Company relating to each period of six calendar months (hereinafter called a "half-yearly period"), ending either on a 30th day of June or 31st day of December, shall, until the period of the liability of the Secretary of State under the provisions hereinbefore contained to pay interest to the Company shall have terminated, and subsequently to such termination until the aggregate amount which shall be paid by the Secretary of State to the Company in respect of such interest shall have been repaid in full to him with interest thereon at the rate hereinbefore provided, be applied as follows (that is to say) :—

(*a*) As to the earnings attributable to half-yearly periods anterior to the termination of the liability of the Secretary of State under the provisions hereinbefore contained to pay interest to the Company—

1. In the first place, in or towards payment of working expenses incurred up to the end of the half-yearly period to which the earnings relate, including any undischarged working expenses attributable to any previous period or periods.
2. In the next place, in or towards the repayment to the Secretary of State of the interest (if any), which shall, under the section last here-inbefore contained, have become payable by him to the Company at the end of the half-yearly period to which the earnings relate.
3. In the next place, in payment of the residue (if any), to the Company.

(*b*) As to the earnings attributable to other half-yearly periods.

4. In the first place, in or towards payment of working expenses incurred up to the end of the half-yearly period to which the earnings relate, including any undischarged working expenses attributable to any previous period or periods.
5. In the next place, in or towards payment of the interest on the borrowed capital (if any) of the Company including any arrears of such interest.
6. In the next place, in or towards payment to the Company of a sum equal to the sum to which interest would amount at the rate of 5 per cent. per annum on the aggregate amount for the time being *bonâ fide* paid up on such of the share capital of the Company as shall for the time being have been issued, computed for the period of six calendar months as regards such parts of the last-mentioned aggregate amount as shall

have been paid up prior to the commencement of the half-yearly period to which the earnings for the time being dealt with relate, and computed on all other parts of the same aggregate amount from the respective times at which the same shall have been respectively paid up down to the end of the half-yearly period to which the earnings for the time being dealt with relate: Provided that in no case shall a larger sum than £5,000, without the sanction of the Secretary of State, be payable to the Company under this sub-section out of the earnings relating to any single half-yearly period.

7. In the next place, as to one moiety shall be paid to the Company and as to the other moiety (without prejudice to the subsequent provisions of this sub-section) shall be applied in keeping down the interest accrued down to the end of the half-yearly period to which the earnings relate, on so much of the interest previously paid by the Secretary of State to the Company under the provisions hereinbefore contained as shall not have been previously repaid to him, and in the next place towards repayment to the Secretary of State of the interest previously paid by him to the Company under the provisions here-in-before contained so far as not previously repaid to him: Provided always, that notwithstanding the provisions for the half-yearly application of earnings here-in-before contained, the Company shall, in priority to any right of the Secretary of State to payments under this sub-section, be entitled in each entire calendar year ending the 31st day of December, to receive in full out of the earnings of such year remaining after providing for the payments to be made pursuant to sub-sections 4 and 5 of this section 40, the two half-yearly payments of interest to which it would be entitled under sub-section 6 of this section 40, but for a deficiency in the amount of the earnings and to any extent to which in the first half-year ending the 30th day of June of such entire year, there shall have been a deficiency of earnings to make up the full half-yearly payment of interest, the same shall as far as may be made good out of the earnings of the second half-year, of the same year, and similarly any surplus earnings for the first half-year of any entire calendar year ending the 31st day of December, shall be applicable in priority to any right of the Secretary of State to payments under this sub-section, to make good the deficiency on the second half-year of the same year, and the accounts for the half-years shall be duly adjusted so as to give effect to this proviso, and any such of the moneys received by the Secretary of State in respect of earnings attributable to any half-year ending the 30th day of June, as upon any adjustment under this proviso shall be found not to have been receivable by him shall be refunded.

8. And as to any ultimate surplus the same shall be paid to the Company.

(c) In case the projected railway shall be opened throughout for public traffic prior to the 1st day of January 1885 the earnings of the Company attributable to the half-yearly period current at the time when the projected railway shall have been first opened throughout for public traffic, shall be properly apportioned and shall with all proper variations be treated as to part as earnings relating to a half-year antecedent to the opening prior to the 1st day of January 1885 of the projected railway throughout for public traffic, and as to the residue as earnings relating to a half-year subsequent to the day last aforesaid.

41. All moneys coming within the term "earnings of the Company" as hereinbefore defined, received by or on behalf of the Company prior to the time when the liability of the Secretary of State under the provisions hereinbefore contained to pay interest to the Company shall terminate, and subsequently until the aggregate amount which shall have been paid by the Secretary of State to the Company in respect of such interest under the provisions hereinbefore contained shall have been repaid in full to him with the interest thereon, shall, at such times and in such manner as the Secretary of State shall from time to time direct, be paid into such Government Treasury in India as the Secretary of State shall from time to time appoint for the purpose; and the moneys when so paid in, may from time to time be drawn upon by the Company according to such arrangements as shall from time to time be made between the Secretary of State and the Company for application to purposes to which as between the Secretary of State and the Company they shall be properly applicable. No moneys paid by the Company under this section shall be reckoned as part of the aforesaid sum of £200,000.

Participation of Secretary of State in profits.

42. The earnings of the Company attributable to the period of twelve calendar months ending the 31st day of December 1898, and to every subsequent period of 12 calendar months ending on the 31st day of December shall be applied as follows (that is to say) :—

(1) First, in payment of working expenses attributable to the period to which the earnings relate.

(2) In the next place, in payment of any undischarged working expenses attributable to any previous period or periods.

(3) In the next place, in or towards payment of the interest on the borrowed capital (if any), of the Company including any arrears of such interest.

(4) In the next place, in or towards payment of a sum equal to the sum to which interest would amount at the rate of 6 per cent. per annum on the aggregate amount for the time being *bonâ fide* paid up on such of the share capital of the Company as shall for the time being have been issued computed for the period of twelve calendar months as regards such parts of the last-mentioned aggregate amount as shall have been paid up prior to the commencement of the period of twelve calendar months to which the earnings for the time being dealt with relate, and computed on all other parts of the same aggregate amount, from the respective times at which the parts shall respectively have been paid up down to the end of the period of twelve calendar months to which the earnings for the time being dealt with relate.

(5) The surplus, if any, shall belong as to one half to the Secretary of State and as to the other half to the Company ; and the Company shall pay to the Secretary of State either in England or India as the Company may elect, the amount to which the Secretary of State shall for the time being have become entitled under this section, within thirty days after the ascertainment of the amount. If, for the purposes of this sub-section, it shall be requisite to convert sterling money into Indian currency or Indian currency into sterling money, the conversion shall be effected at the market rate of the day for bills drawn on India payable on demand.

Restrictions on borrowing powers.

43. The total indebtedness of the Company on account of borrowed capital shall not at any time exceed the sum of £100,000, or any such larger amount as may for the time being have been prescribed by the Secretary of State, but this restriction shall not preclude the Company from borrowing money for the *bonâ fide* purpose of paying off previously existing indebtedness of the Company on account of borrowed capital to an amount equal to the extent of the money so borrowed provided the money borrowed be *bonâ fide* applied to the purpose last aforesaid, as to which, however, no person lending or advancing money to the Company shall be concerned to see. No money shall, without the previous sanction of the Secretary of State, be borrowed by the Company at a discount or on terms of the Company paying to the lender a larger capital sum than that actually borrowed from him by the Company. The Company shall not, without the sanction of the Secretary of State, pay interest at a rate higher than 5 per cent. per annum on any moneys borrowed by, or owing from it, but this stipulation shall not necessitate the sanction of the Secretary of State to the payment of interest by the Company at any reasonable rate on any sums which the Company may borrow for *bonâ fide* temporary purposes.

Accounts statistics and audit.

44. The Company shall keep a Capital Account and a Revenue Account, and shall also keep all such accounts and all such details and statistics of its traffic as are required by the Secretary of State to be kept by the Indian Railway Companies whose undertakings are worked under the supervision of the Secretary of State, and in the forms in which the Secretary of State requires, the accounts, statistics, and details of traffic last aforesaid respectively to be kept, and the Company shall, at its own cost, render the Capital Account and Revenue Account and all accounts, statistics, and details of traffic kept by it under this section, to the Secretary of State at such times as he shall from time to time require.

45. In the Capital Account shall be entered all such of the expenditure and receipts by or on behalf of the Company in respect to its general undertaking contemplated by this Contract as are properly attributable to capital.

46. In the Revenue Account shall be entered all such of the expenditure and receipts by or on behalf of the Company in respect to its general undertaking contemplated by this Contract as are properly attributable to revenue.

47. In any case where any question may or might arise as to whether any expenditure is to be treated in the whole or in part as a charge on capital, or how the same is to be dealt with, the question shall be determined on the general principle that capital besides bearing the cost of the original construction and completion of the projected railway and the stations, station yards, offices, warehouses, houses for employés, fixed machinery, conveniences and works appertaining thereto, and of the original equipment of the projected railway and its appurtenances, with rolling-stock, plant, and moveable machinery, and the cost of the equipment and conveniences to be originally provided by the Company for the transport of passengers and goods mentioned in the 35th Section of this Contract, is to bear the cost of new works, of additional rolling-stock and plant, and fixed and moveable machinery, and of substantial improvements of and additions to old works, rolling-stock, plant, and fixed and moveable machinery; and that the cost of repairs, restorations, renewals, and replacements is to be charged to Revenue Account. No portion of the salary or allowances of any member of the permanent supervising or other administrative staff of the Company accrued subsequently to the time when the projected railway shall have been opened throughout for the public traffic, shall be chargeable to capital, although such member may have been employed partly or wholly in directing or superintending work which is so chargeable, and no expenses incurred by the Company subsquently to the time when the projected railway shall have been opened throughout for public traffic in connection with the engagement from England or the passage from or to England of any person in the Company's service, shall be chargeable to capital unless such person shall have been specially engaged to carry out work chargeable to capital and have been actually employed upon such work. All the expenses of the Company properly incurred up to the time when the projected railway shall have been opened throughout for public traffic exclusive of working expenses attributable to so much of the projected railway as shall for the time being have been opened for public traffic but inclusive of all costs of and incidental to the formation and registration of the Company, shall be chargeable to capital.

48. The accounts of the Company in relation to its expenditure and receipts in India, England, and elsewhere, shall from time to time be audited on behalf of the Secretary of State as well as on behalf of the Company, and the Company shall produce to the Auditors, or Auditor, all vouchers, books, accounts papers and documents of the Company necessary for the purpose of the audit, and afford to them or him all facilities requisite for the performance of their or his duties. Amongst the functions of the Auditors or Auditor shall be included the duty of seeing that the revenue of the Company is duly applied from time to time in discharging working expenses, and keeping down the interest on the borrowed capital of the Company. Any correction made in the accounts by any persons or person who shall be acting as joint Auditors or joint Auditor on behalf both of the Company and of the Secretary of State shall be conclusive. If consequent on the audit of any Auditor acting exclusively on behalf of the Secretary of State, the Secretary of State shall require alterations to be made in the accounts, and the Company shall object to the alterations, the matter in difference shall be referred for final decision to two persons, one to be named by the Secretary of State, and the other to be named by the Company; and in case such two persons shall be unable to agree, then to a referee to be named by them the same two persons. The necessary costs of the audit shall be defrayed by the Company and included in working expenses.

Working Expenses.

49. Working expenses shall include all costs and expenses incurred by the Company in or about or in connection with the maintenance, management, and working of so much of the projected railway as shall for the time being have been opened for public traffic (inclusive of the cost to the Company of working its traffic to the aforesaid terminal station at Bareilly, and of working or causing to be worked passengers and goods traffic between the points mentioned in the 35th Section of this Contract); also all costs and expenses in any portion of this Contract stipulated to be included amongst working expenses, and in general all reasonable expenses of managing and carrying on the undertaking contemplated by this contract to be established and carried on by the Company.

50. Neither any payment made by the Company to any reserve fund established for any purpose, nor the cost of any force of police provided by the Secretary of State for the protection of any part of the projected railway in course of construction, shall be included amongst working expenses, but the cost of such police shall be charged to capital as part of the cost of construction,

Subsidy to Company.

51. If the Company shall from time to time during the period of ten years computed from the date when the projected railway shall first have been opened throughout for public traffic, continuously perform and observe to the satisfaction of the Secretary of State its obligations under this Contract so far as from time to time to be performed and observed by the Company, the Secretary of State will during the said period of ten years, out of the revenues of India, pay to the Company in India half-yearly, the sum of Rupees 20,000 by way of subsidy : Provided that in no case shall any annual sum be payable to the Company under this section in respect to any year subsequent to the year ending the 31st day of December 1894. It is distinctly understood that the Secretary of State shall be at liberty (without prejudice to his right of determining this Contract, or to any other rights by this Contract conferred upon him), to make, if he thinks fit, from any half-yearly payment mentioned in this section a deduction of Rupees 100 in respect of every day on which the Company shall fail to comply to the satisfaction of the Secretary of State with the conditions of 26th and 35th Sections of this Contract ; but such deductions shall not be made in any case where the Secretary of State is satisfied that the default arose from accident or any other matter not within the Company's control.

Running powers, facilities, and accommodation for other Railway Companies and for the State as to State Railways.

52. The Secretary of State will, so far as he may from time to time consider it desirable for the public convenience, endeavour to obtain for the Company on reasonable terms and conditions, powers to form such junctions as the Secretary of State may approve with railways belonging to other Railway Companies, or to the State, and to run the trains of the Company on such other railways.

53. The Secretary of State may from time to time require the Company to allow the use of the projected railway, or any part or parts thereof for the passage of engines and trains belonging to other Railway Companies, or to the State Railways, upon the payment of reasonable tolls and under reasonable conditions and restrictions.

54. The Secretary of State may from time to time require the Company to make reasonable arrangements for the interchange of traffic and rolling-stock with railways belonging to other Companies, or to the State, and for through booking.

55. The Secretary of State may from time to time require the Company to allow the use of any of the stations belonging to the projected railway for the accommodation of the traffic of any other Railway Company or State Railway, upon the payment of reasonable tolls and under reasonable conditions and restrictions.

56. The Company shall comply with all regulations from time to time prescribed by the Secretary of State for clearing through traffic with other railways.

Miscellaneous Provisions.

57. The Company shall not during the continuance of this Contract without the sanction of the Secretary of State in writing first obtained, engage in or carry on any business other than the business provided by this Contract to be carried on by the Company, and business incidental or subsidiary thereto.

58. The Company shall not within the period of 12 calendar months immediately preceding the 31st day of December 1981, or if notice shall be given by the Secretary of State to the Company conformably with the provisions hereinafter contained under which this Contract will terminate on the 31st day of December 1912 or the 31st day of December 1932, within the period of 12 calendar months immediately preceding either one of the two days last aforesaid on which this Contract will terminate under such notice as last aforesaid, sell or otherwise alienate any rolling-stock, rails, fastenings, sleepers, fixed or moveable machinery, live stock, carriages, vehicles, plant, stores, or other property belonging or appropriated to or to the working of the projected railways, or any part thereof, or any of the works or adjuncts thereof, or to the system of transport established under the 35th Section of this Contract. If any property shall be sold or alienated by the Company in

contravention of this section, the Company shall forthwith pay to the Secretary of State the value of property so sold or alienated.

59. The Company may at any time pay to the Secretary of State, the amount remaining unsatisfied to him in respect of interest paid by him to the Company under the 39th Section of this Contract, and the interest accrued on such interest and, upon and as from the time of such payment all and singular, the provisions of the 40th and 41st Sections hereof shall cease to operate.

60. The Secretary of State shall promote the passing by the Legislature in India of any Act or Acts which may be required to enable the Company to carry into effect this Contract.

61. No claim shall be made upon the Secretary of State by the Company for compensation in respect of any Act of the Indian Legislature of general applicability for the time being in force by reason of its prejudicially affecting the Company or the projected railway or the profits thereof, and the Company and its undertaking shall be subject to the provisions of every such Act as last aforesaid.

62. Any notice, determination, decision, direction, requirement, requisition, appointment, certificate, or expression of opinion, approval of sanction to be given or signified on the part of the Secretary of State, for any of the purposes of, or in relation to this Contract, or any of the powers or provisions herein contained, shall be sufficient and binding if in writing signed by the Secretary of State or one of his Under Secretaries, or by a Secretary of the Government of the North-Western Provinces, or by any other officer or servant duly authorised to act on behalf of the Secretary of State in respect of the matters to which the same shall relate; and the Secretary of State shall not in any case be bound in respect of any of the matters aforesaid unless by some writing signed in the manner previously mentioned in this section.

63. The registered office of the Company shall at all times during the continuance of this Contract be situate in London or Westminster.

64. The Company shall at all times, during the continuance of this Contract, keep an office established at some place in India to be determined from time to time by the Secretary of State, and shall keep at the office last aforesaid, an authorised Agent or Committee of Agency with whom the Secretary of State and the Government of India or other officer or officers deputed in that behalf, may communicate on affairs concerning this Contract, and the duties and liabilities of the parties hereto under this Contract, and to whom the Secretary of State and Government of India and such officer or officers as last aforesaid may pay moneys for the use or on behalf of the Company, and all drafts drawn and receipts given by the said Agent or Committee of Agency or under his or their authority on behalf of the Company in relation to this Contract, or any payment made or matter arising under or out or by virtue of this Contract, shall be binding on the Company and every notice to be given to the Company (save the several notices mentioned in the next succeeding section of this Contract), shall be sufficiently given if left at the said office mentioned in this section or personally served on the said Agent or any Member of the said Committee of Agency.

As to termination of the Contract and matters consequent thereon.

65. The Secretary of State may, by giving to the Company in England not less than 12 calendar months' previous notice in writing (hereinafter referred to as "Notice of Purchase"), determine this Contract on the 31st day of December 1912, or on the 31st day of December 1932. Also in case there shall be any default by the Company in payment pursuant to the 36th Section of this Contract of the sum of £200,000 in that section mentioned, or any instalment thereof, or in opening the projected railway throughout for public traffic by the 1st day of January 1885, or in case there shall be any breach by the Company (whether by act, omission, or default) of any of the stipulations or provisions of this Contract on the part of the Company to be performed or observed, and the Company shall fail to effectually remedy any such default or any such breach of any of the stipulations or provisions of this Contract as previously in this section mentioned, within six calendar months after notice in writing to remedy the same shall have been given to the Company in England by the Secretary of State, he may on the expiration of the six calendar months last aforesaid, determine this Contract by giving to the Company notice in writing of such detemination hereinafter referred to as "Notice of Determination." And it is hereby

declared that at the time at which this Contract shall terminate by efflux of time, or by or under notice of purchase, or notice of determination, the Company shall without acquiring the right to any compensation or payment by the Secretary of State in respect thereof, except as hereinafter provided, relinquish to the Secretary of State all land of which he shall have given to the Company possession or right of user, under or for any purposes of this Contract (so far as not then already relinquished to him) together with the stations, station yards, offices, warehouses, houses for employes, machinery, conveniences, works, rails, fixtures, and plant then erected or being on the land to be relinquished under this section, or in anywise belonging to the projected railway or any part thereof, or to the system of transport established under the 35th Section of this Contract, and also deliver to the Secretary of State all rolling-stock, moveable machinery, live stock, carriages, vehicles, and plant, belonging or appropriated either as regards purposes of construction, maintenance, or working or otherwise, to the projected railway, or any part thereof, or any of the works or adjuncts thereof, or to the system of transport established under the 35th Section of this Contract, and the then existing stock of stores appropriated either as regards purposes of construction or maintenance, or working or otherwise, to the projected railway, or any part thereof, or to any of the works or adjuncts thereof, or to any part of the equipment thereof, and all plants, books, surveys, sections, printings, writings, and documents whatsoever in any wise connected with or with the construction or maintenance of the projected railway, or any part thereof, or any of the works or adjuncts thereof. And also deliver to the Secretary of State any telegraphs, telegraphic appliances or other chattels belonging to the Secretary of State, and then in possession of the Company, in relation to this Contract. All the particulars to be delivered under this section to the Secretary of State shall at the time when the Secretary of State shall under this section become entitled to the delivery thereof so far as not already belonging to him, become his absolute property free from all incumbrances whatever created by the Company, both as between the Secretary of State and the Company, and the Secretary of State and the incumbrancers. The termination of this Contract either by efflux of time or by or under notice of purchase, or notice of determination, shall be without prejudice to the rights of either party against the other in respect of any covenant herein contained which may have been broken previously to the expiration or termination of this Contract, and such termination shall not affect the right of either party hereto, to require the payment of any unpaid money which, under the provisions of this Contract, shall have become actually payable to or on behalf of him or it, by the other party hereto.

66. In case this Contract shall terminate either by notice of purchase given by the Secretary of State or by efflux of time, the Secretary of State shall within four calendar months from the time at which this Contract shall terminate, pay to the Company in London out of the revenues of India, a sum of money equal to twenty-five times the excess of the average yearly amount of the earnings of the Company during the five years immediately preceding the time at which this Contract shall terminate, over the average aggregate sum to which the working expenses of the Company and share of surplus (if any), belonging to the Secretary of State under the 5th sub-section of the 42nd Section of this Contract, amount yearly during the same five years.

67. If this Contract shall terminate either by notice of purchase given by the Secretary of State or by efflux of time, the Secretary of State shall deduct from the moneys which would but for this proviso become payable to the Company under the last preceding section, any amount owing by the Company to him at the time of the termination of this Contract. Also in case at the time at which this Contract shall terminate under notice of purchase given by the Secretary of State or by efflux of time, the projected railway (having been opened throughout for public traffic) together with the equipment of rolling-stock, fixed and moveable machinery, live stock, carriages, vehicles, and plant and the equipment of the system of transport established under the 35th Section of this Contract, shall not be in all respects in good working condition, and either in respect to quality or quantity commensurate with the expenditure of capital by the Company in respect to the same premises, the Secretary of State may deduct from the amount to become payable by him to the Company under the last preceding section, the expenditure (to be ascertained by arbitration in case of difference) necessary to remedy the defects of condition and equipment, or such of them as may exist.

68. In case the Secretary of State shall determine this Contract by notice of determination, he shall within four calendar months from the time at which this Contract shall terminate, pay to the Company in London, out of the revenues of India, the fair value

(to be ascertained by arbitration in case of difference) of all rails, fastenings, sleepers, rolling-stock, fixed and moveable machinery, live stock, carriages, vehicles, plant and stores, on the termination of this Contract relinquished or delivered to the Secretary of State by the Company pursuant to this Contract, exclusive however of the value of all such of the said property mentioned in this section as shall consist of telegraphs, telegraphic appliances, or other chattels belonging to the Secretary of State prior to the termination of this Contract: Provided that if the Secretary of State shall determine this Contract by notice of determination, he may on the day on which notice of determination shall have been given to the Company deliver notice in writing to the Company, requiring the Company to accept the property for which he would but for this provision become bound to pay the fair value to the Company in lieu of payment for the same, and in case such notice as last aforesaid shall be duly given to the Company pursuant to this section, the Secretary of State shall be under no liability under the previous provisions of this section to make any payment to the Company, but the Company may, in the same case at any time not later than nine calendar months from the time at which this Contract shall terminate, remove and retain as its own absolute property all the particulars of which the Secretary of State would under this section but for the present proviso have had to pay the fair value to the Company. But all such of the particulars last aforesaid as shall not be removed by the Company within the time prescribed in that behalf by this section shall at the expiration of such time become the absolute property of the Secretary of State. If any moneys shall under this section become payable by the Secretary of State to the Company he shall be at liberty to deduct therefrom any amount that may be owing from the Company to him at the time of the termination of this Contract.

69. Any such clear balance of money as shall under the conjoint operation of the 66th and 67th Sections of this Contract or under the 68th Section of this Contract become payable by the Secretary of State to the Company shall carry interest in favour of the Company at the rate of 4 per cent. per annum to be computed from the time when this Contract shall terminate down to the time of payment or tender of the clear balance by or on behalf of the Secretary of State to the Company And the Secretary of State shall pay to the Company in London out of the revenues of India any interest accrued under this section in favour of the Company with the capital money in respect of which the interest shall have become payable.

Power of Secretary of State to discharge moneys by Rupee Payments.

70. If and as often as the Secretary of State shall in respect to money becoming payable to the Company under any of the provisions of this Contract pay in rupees to the Company in India, the actual ascertained cost of providing in India through a bank for the payment by telegraphic transfer of any specific amount of sterling money in London, the Company shall accept the rupees so paid in lieu and satisfaction of the specific amount of sterling money.

Change of Currency.

71. If in any case not herein otherwise or specially provided for it shall be requisite to convert into Indian currency the sterling money, or into sterling money Indian currency, the conversion shall be made at the average rate of exchange obtained by the Secretary of State for bills payable on demand drawn by him on India during the half-year ending either the 30th day of June or 31st day of December immediately preceding the half-year ending the 31st day of December or 30th day of June in which the conversion requires to be effected, or if the Secretary of State shall not have drawn bills on India for so much as three months out of the half-year by reference to the rates of exchange obtained during which the rate of conversion is to be regulated, then at the average rate obtained during that half-year for the best commercial bills payable on demand drawn in London on India, such average rate to be decided by the Comptroller General at Calcutta.

Arbitration.

72. If any dispute, question, or controversy, shall at any time arise between the Secretary of State and the Company touching this Contract or any clause or thing herein contained or the construction hereof, or any matter connected with this Contract or the operation of the same, or the rights, duties, or liabilities of either party in relation to the premises, then, and in every such case the matter in difference, unless special provision

shall have been made in this Contract for the settlement of the matter so in difference, shall be referred to two arbitrators or their umpire pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the provisions in that behalf contained in the Common Law Procedure Act, 1854, or any subsisting statutory modification thereof, and upon every such reference the arbitrators and umpire shall respectively have power to examine witnesses upon oath or affirmation, and either to fix, settle, and determine the amount of costs of the reference and award respectively or incidental thereto, to be paid by both parties, or by either party, or to direct the same to be taxed either as between solicitor and client or otherwise, and to direct and award where and by and to whom such costs shall be paid, and every or any such reference may be made a rule of Her Majesty's High Court of Justice or of the High Court of Judicature at Allahabad, on the application of the Secretary of State or of the Company, and either the Secretary of State or the Company may instruct Counsel to consent thereto for the other party.

In witness whereof Sir Barrow Helbert Ellis, K.C.S.I., and Sir Frederick James Halliday, K.C.B., being two Members of the Council of India, have hereunto set their hands and seals, and the Rohilkund and Kumaon Railway Company, Limited, have hereunto caused their common seal to be affixed the day and year first above written.

APPENDIX K.

This Indenture, made the 10th day of November 1893, between THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and THE EAST INDIAN RAILWAY COMPANY (hereinafter called "the Company") of the other part, and supplemental to the hereinafter recited Indenture* of the 22nd day of December 1879.

WHEREAS by "the East Indian Railway Company Purchase Act, 1879," the parties hereto were authorised and empowered to enter into and carry into effect contracts for (amongst other things) the maintenance, management, use, and working of the East Indian Railway as therein defined, the improving and enlarging the East Indian Railway, or any part thereof, and the use and working of such railway or any part thereof, and the conveyance of traffic thereon.

AND WHEREAS by an Indenture dated the 22nd day of December 1879, and made between the parties to these presents (which Indenture is hereinafter referred to as the principal contract), being a contract for the maintenance, management, use, and working by the Company of the East Indian Railway, the expression "the undertaking," was defined to mean the East Indian Railway, or such part thereof as should on the 1st day of January 1880 be handed over to the Company for the purposes of that contract, together with any improvements, alterations, and additions of whatever description that might from time to time be made therein or thereto by or with the sanction of the Secretary of State (which meaning is intended by the use of the same expression in this contract); and it was (amongst other things) by Clause 8 agreed that if the branch railway from the Mogul Serai station, on the main line of the East Indian Railway to the right bank of the River Ganges, opposite Benares (hereinafter called the Benares branch), should be part of the undertaking handed over to the Company on the 1st January 1880, the Secretary of State might at any time require the Company to retransfer such branch railway to him, and the Company should not claim any compensation in respect of such retransfer; and it was also agreed by Clause 45 that the Secretary of State might require the Company to construct and work any auxiliary or branch railway in connection with any railway forming part of the undertaking, either as agents for the Secretary of State, or as part of the undertaking, upon such terms and conditions as might in each case be agreed upon.

AND WHEREAS the said Benares branch was on the 1st January 1880 handed over to the Company as part of the undertaking; and notice having subsequently been given to the Company by the Secretary of State requiring the retransfer to him of the Benares branch, the same was on the 1st day of October 1887 retransferred by the Company to the Secretary of State in accordance with the principal contract.

AND WHEREAS the Company has with funds provided by the Secretary of State constructed as part of the undertaking the following branches, *viz.*:—(1) a branch line of railway from the Company's station at Dildarnagar to Tarighat (hereinafter called the Ghazipur branch); (2) a branch line of railway from the Company's station at Bhadreswar to the right bank of the river Hugli at Pulta Ghât (hereinafter call the Bhadreswar branch); (3) a branch line of railway from the Company's line at Mokameh to the right bank of the river Ganges (hereinafter called the Mokameh branch); and (4) a branch line of railway from the Company's station at Bankipur to the right bank of the Ganges at Digha Ghât (hereinafter called the Digha Ghât branch).

AND WHEREAS the Secretary of State has also sanctioned the construction by the Company as part of the undertaking, with funds to be provided by him, of a branch line of railway from the Company's line at Barakar to the Jherriah coalfields (hereinafter called the Jherriah branch), and also of branch lines of railway from Toposi to Kharabad, from Nundi to Panuria, and from Salunpur to Shamdee (hereinafter called the Toposi Colliery branches).

* Printed as Appendix B to the Administration report on Indian railways for 1880-81.

AND WHEREAS a railway from Bankipore to Gya (hereinafter called the Gya branch) and a railway from Nalhati to Azimganj (hereinafter called the Azimganj branch) have been respectively constructed by the Secretary of State, and are now being worked by the Company as part of the undertaking.

AND WHEREAS for convenience of reference the length of and other particulars relating to the said branches are set out in the Schedule hereto.

NOW THIS INDENTURE WITNESSETH, and it is hereby agreed and declared as follows :—

1. That the Benares branch having been retransferred by the Company to the Secretary of State in manner aforesaid has ceased to form a part of the undertaking and to be subject to the conditions and agreements of the principal contract.

2. That the Ghazipur branch, the Bhadreswar branch, the Mokameh branch, and the Digha Ghât branch have respectively been constructed as parts of the undertaking, and are and shall remain parts of the undertaking accordingly.

3. That the Jherriah branch and the Toposi Colliery branches are respectively being or shall be constructed as part of the undertaking, and when constructed shall be and remain a part of the same.

4. That the Gya branch and the Azimganj branch respectively shall continue to be worked by the Company as part of the undertaking.

5. That the cost of providing the new Denham-Olpherts sleepers for the Gya branch shall be debited to capital account, and that, subject to the expenditure of the sum of ₹52,791 on ballast, which sum is to be charged to capital, the cost of the maintenance of the line shall be dealt with as the rest of the undertaking.

6. That the total capital expenditure on the Azimganj branch (including the value of the land and the cost of converting the line from 4 feet gauge to 5 feet 6 inches gauge, and of other improvements necessary to bring the line up to the agreed standard), shall be entered in the accounts of the undertaking as bearing interest at the rate of 2 per cent. All further or other expenditure of the line on capital account shall bear interest at the rate from time to time payable under section 29 of the principal contract.

7. Save as is hereinbefore otherwise provided, all the clauses and provisions in the principal contract contained, so far as the same are applicable, shall extend and apply to and include the Ghazipur branch, the Bhadreswar branch, the Mokameh branch, the Digha Ghât branch, the Jherriah branch, the Toposi Colliery branches, the Gya branch, and the Azimganj branch; and the principal contract and these presents shall be read and construed and take effect accordingly.

In witness whereof, Major-General SIR OWEN TUDOR BURNE, K.C.S.I., and SIR ALEXANDER JOHN ABBUTHNOT, K.C.S.I., being two Members of the Council of India, have hereunto set their hands and seals, and the East Indian Railway Company have hereunto caused their common seal to be affixed, the day and year first above written.

The Schedule above referred to.

	Length.	Date of opening or of being taken over by the East Indian Railway.	REMARKS.
	Miles.		
Toposi Colliery Branches .	Sec. A about 11½ „ C „ 13¾ „ D „ 4	. . .	Under construction. Secretary of State' letter P. W. 2032 of 7th Decembe 1892.
Gya Branch . . .	57½	1892. July 1 . .	Constructed by the State; worked by th State until 31st December 1882; worked by the East Indian Railway until 31st June 1892; amalgamated with East Indian Railway from 1st July 1892. Secretary of State's letter P. W. 1644 of 15th October 1892.

The Schedule above referred to—concluded.

	Length.	Date of opening or of being taken over by the East Indian Railway.	Remarks.
	Miles.	1892.	
Azimganj Branch . .	27¼	April 1 . .	Late Nalhati State Railway, taken over from Government, converted to standard gauge, and amalgamated with East Indian Railway from 1st April 1892. Secretary of State's letters P. W. 1751 of 1st October 1891 and 1959 of 4th November 1891.
Jherriah Branch . .	39	. . .	Referred to in Secretary of State's letter P. W. 2506 of 1st March 1892.
		1889.	
Ghazipur Branch . .	12	January 1 .	Constructed by Government, and amalgamated with the undertaking from 1st January 1889. Secretary of State's letter P. W. 745 of 29th April 1889.
		1885.	
Digha Ghât Branch . .	5½	April 2 . .	Constructed, upon application of Secretary of State, as part of undertaking Secretary of State's letter P. W. 300 of 7th March 1883.
		1883.	
Mokameh Branch . .	2¾	May 1 . .	1¾ miles constructed in 1874 as a famine branch, and extended in 1882 upon the application of the Secretary of State, and incorporated with the undertaking. Secretary of State's letter P. W. 386 of 15th March 1882.
		1882.	
Bhadreswar Branch . .	2¾	December 6 .	No reference to Secretary of State.
		Date of relinquishment by the East Indian Railway.	
		1887.	
Benares Branch . .	6	October 1 .	Taken over by the Government from 1st October 1887 under clause 8 of the Contract of December 1879. Secretary of State's letter P. W. 1742 of 13th September 1887.

APPENDIX L.

Contract, between HER MAJESTY'S SECRETARY OF STATE IN COUNCIL OF INDIA and the BENGAL AND NORTH-WESTERN RAILWAY COMPANY, LIMITED, dated 19th December 1894.

THIS INDENTURE, made the 19th day of December 1894, between the Secretary of State in Council of India (hereinafter called "the Secretary of State") of the one part, and the Bengal and North-Western Railway Company, Limited (hereinafter called "the Company") of the other part; and SUPPLEMENTAL to an Indenture* (hereinafter called "the principal Contract") dated the 12th day of December 1882, and made between the Secretary of State of the one part and the Company of the other part; and also to two other Indentures† (hereinafter called respectively "the Contract of 1886" and the "Contract of 1890") dated respectively the 22nd day of February 1886 and the 18th day of July 1890, and made respectively between the Secretary of State of the one part and the Company of the other part; by which last mentioned Indentures the terms of the principal Contract were in some respects modified and supplemented.

WHEREAS it has been agreed between the parties hereto that provision shall be made for the further extension of the Company's system of railways.

NOW THIS INDENTURE WITNESSETH, and it is hereby agreed and declared as follows:—

1. Section 3 of the principal Contract, as altered by section 2 of the Contract of 1886, shall be further altered as regards the description therein of the line of railway to be constructed, and shall henceforth be read as if the following railways had been therein mentioned:—

(*a*) Two railways from Gonda to Gogra Ghât and from Chapra to Revelganj, respectively, which have recently been respectively constructed by the Company with the sanction of the Secretary of State and have been open for public traffic.

(*b*) A railway starting from the present terminus of the Company's branch line at Gogra Ghât, crossing the river Gogra by a bridge with proper approaches on each side of that river, and terminating in a junction at Ramnagar with a line of railway of the same gauge intended to be constructed by the Secretary of State between Ramnagar and Cawnpore, *viâ* Lucknow.

(*c*) A railway from the Nanpara Station on the Company's main line to Katewa Ghât on the river Kauriala.

(*d*) A railway from the Gonda Station on the Company's main line through Balarampur to Tulsipur.

(*e*) A railway from the Bhatni Station on the Company's main line to a point on the left bank of the river Gogra opposite to Turtipar, with a side extension on the same bank of the river to Baraj, and a ferry a cross the river at Turtipar.

2. As and when the railways referred to in the preceding section shall respectively have been opened for public traffic, they shall respectively be deemed to have become integral parts of "the Company's Railway" and of "the open system," as respectively defined in the Contract of 1890 for the purposes of that Contract.

3. So soon as the Company shall have constructed and made ready for public traffic the said railway between Gogra Ghât and Ramnagar, the Secretary of State shall, during the continuance of the principal Contract, grant to the Company running powers for through traffic from and to the Company's railway system, or any part or parts thereof, over the said proposed line of railway between Ramnagar and Cawnpore, or over so much thereof starting from Ramnagar as shall have been opened for public traffic on reasonable terms and conditions, to be hereafter determined and settled in detail in India and

* Printed as Appendix K to Part II of the Administration report on Indian railways for 1883-84.

† Printed as Appendices J and L to Part II of the Administration reports on Indian railways for 1885-86 and 1890-91, respectively.

agreed upon between the Secretary of State and the Company. Provided always, that the amount of the charge to be made by the Secretary of State against the Company in respect of any exercise by the Company of the said running powers shall not exceed 80 per cent. of the gross receipts arising from the traffic carried by the Company's trains over the said proposed line of railway, or any part thereof, and attributable to such carriage.

4. The Company may raise money for the purpose of defraying expenditure attributable to capital in connection with the Company's railway including the construction of the two railways mentioned in section 1 (*a*) of this Contract and of the said railways which are to be constructed by them under this Contract, by issuing further share capital to the amount of £550,000, to be apportioned between the different railways in such proportions as the Secretary of State shall approve, and (subject to the conditions and restrictions in the Indian Railways Act, 1894, contained) the Company may in the case of each of the said railways pay out of capital interest upon the further capital so issued for the construction of the railway, at a rate not exceeding 4 per centum per annum during the construction of the same railway, and until the close of the half-year next after the half-year during which the same railway shall have been opened for public traffic, and the Company may charge all interest so paid to capital as part of the cost of construction of the same railway.

5. All further capital issued by the Company under the powers hereinbefore contained, so soon as the railway for the construction of which it was issued shall have been opened for public traffic and interest thereon shall have ceased to be paid out of capital by the Company, shall be incorporated with the Company's present share capital and shall be treated as forming part thereof for the purposes of sub-section 3 of Section 46 of the Contract of 1890, and shall also be subject to the provisions of the Contract of 1886.

In witness whereof, General SIR DONALD MARTIN STEWART, Baronet, G.C.B., and Major-General SIR OWEN TUDOR BURNE, K.C.S.I., being two Members of the Council of India, have hereunto set their hands and seals, and the Bengal and North-Western Railway Company, Limited, have hereunto caused its common seal to be affixed, the day and year first above written.

APPENDIX M.

Agreement between the BOMBAY, BARODA AND CENTRAL INDIA RAILWAY COMPANY (hereinafter called the Bombay, Baroda and Central India Railway), of the one part, and the INDIAN MIDLAND RAILWAY COMPANY, Limited (hereinafter called the Indian Midland Railway), of the other part:—WHEREAS the Bombay, Baroda and Central India Railway Company, under an Indenture,* dated the 24th day of September 1884, made between them and the Secretary of State for India in Council, are in possession of the broad gauge line of railway or link (particulars of the cost of which with connected works are contained in the Appendices Nos. 1 to 4 to this Agreement) which connects the Indian Midland Railway with the East Indian Railway at Agra: AND WHEREAS the Secretary of State for India by his letter No. P. W. 2075, dated 22nd July 1891, sanctioned an Agreement being entered into between the Bombay, Baroda and Central India and Indian Midland Railway Companies, on terms set forth in that letter and in his previous letter No. P.W. 2256, dated the 7th February 1890, for facilities to be afforded to the Indian Midland Railway in running trains and at stations on the broad gauge link above-mentioned, treating the link as one junction station, this Agreement is accordingly made for the interchange of traffic at Agra, for the use in common by both Railways of the Agra Cantonment station, for the use by the Indian Midland Railway of the broad gauge lines and works at the Agra Cantonment station, and between that station and the distant signal at the West end of the Agra Fort station, for the use in common by both Railways of the station buildings on the broad gauge side of the Agra Fort station, for the use by the Indian Midland Railway of the broad gauge lines and works within the limits of Agra Fort station, for the use in common by both Railways of the bridge over the river Jumna, and for the use by the Indian Midland Railway of the broad gauge line between that bridge and the junction with the East Indian Railway at Agra East Bank; also for additions and alterations which may be required from time to time at the joint stations and lengths of line and works above mentioned, as well as for the maintenance and renewal thereof, and for the working of traffic between the Agra Cantonment station and the junction with the East Indian Railway at Agra East Bank.

CLAUSE I.

Duration of Agreement.

(*a*).—THIS Agreement shall have effect from the 1st March 1889 in supersession of the previous provisional Agreement,† and shall be subject to revision from time to time, but shall remain in force until the expiration of six months' notice from either Railway, except as regards any clause in respect of which a different term of notice is specially fixed.

(*b*).—If either Railway desire at any time to recede from this Agreement in view to the revision of the terms, it is understood that a revised Agreement shall be concluded within the period of notice.

(*c*).—In order that this notice of termination of Agreement be valid, it must, in addition to being given in accordance with clause I, section (*a*), be accompanied by a revised

* Printed as Appendix J to Part II of the Administration report on Indian railways for 1884-85.
† Printed as Appendix K to Part II of the Administration report on Indian railways for 1889-90.

draft Agreement covering the modifications proposed, together with a statement giving the grounds for demanding the revision.

CLAUSE II.

Extension of Agreement to other Railways.

The principle of this Agreement, in respect to interchange of traffic, shall be extended by each Railway to any other Railway working in connexion with it, the two Railways, parties to this Agreement, being responsible to each other for all through traffic so forwarded.

CLAUSE III.

Extent of booking.

(*a*).—Traffic of all kinds, with the exceptions indicated in clause IV, shall be booked between any station on the Indian Midland Railway and connected Railways, and any station on the Bombay, Baroda and Central India Railway and connected Railways, *viâ* Agra Cantonment, except such small stations as may be excluded by the General Traffic Managers of the two lines.

The Agent of the Indian Midland Railway was unable to agree to this clause.

(*b*).*—Goods traffic between the East Indian Railway and connected Railways, and Agra Fort station, forwarded *viâ* Agra (East Bank) Junction will be dealt with at Agra Fort station to the extent that may be arranged from time to time by the General Traffic Managers of the Bombay, Baroda and Central India and East Indian Railways.

CLAUSE IV.

Excepted articles.

(*a*).—Packages weighing more than 10 tons, or exceeding 24 feet long by 7 feet 4 inches broad by 6 feet 11 inches high, outside measurement, shall not be booked through, except by special arrangement.

(*b*).—But the restriction as to length shall not include girders, long timber, etc., which can be carried on bolster trucks.

CLAUSE V.

Stations for exchange of traffic.

(*a*).—Coaching and Goods traffic will be exchanged between the Bombay, Baroda and Central India Railway and the Indian Midland Railway at Agra Cantonment station. The Indian Midland and Bombay, Baroda and Central India Railways' rates and fares for through Coaching traffic interchanged at Agra Fort station will be those charged from and to *viâ* Agra Cantonment station.

(*b*).—The passenger and goods trains of the Indian Midland Railway shall run over the link between Agra Cantonment station and Agra (East Bank) Junction.

CLAUSE VI.

Rates and fares.

The through rates and fares to be charged by either Railway shall be furnished in lump sums, in the form of station to station rates, and not at mileage rates for subsequent computation by stations.

CLAUSE VII.

Through rates.

The through rates, fares and charges shall be the sum of the rates, fares and charges calculated in accordance with the preceding clause, or the rates and fares applicable to through booking—where such rates and fares are specially provided—as published in the printed tariff of each Railway; and shall, in the case of goods, include terminal and cartage charges if any.

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* REVISED CLAUSE III (*b*) *as agreed to by the two railways and approved of by the Government of India.*

"III (*b*). Goods traffic between the East Indian Railway and connected Railways and Agra Fort station, forwarded *viâ* Agra (East Bank) Junction, will be dealt with at Agra Fort station to the extent that may be arranged from time to time by the General Traffic Managers of the Bombay, Baroda and Central India and Indian Midland Railways, reserving the right of the East Indian Railway to be consulted when that Railway desires and is authorized by Government to work goods direct to or from Agra Fort."

CLAUSE VIII.

Notice of alteration of rates, etc.

No alteration of rates, classification, rules or conditions, applying to through traffic, shall be made by either Railway, without the notice required by rule 33 of the Regulations passed by the Railway Conference of 1888.

CLAUSE IX.

Minimum weight and charge.

(*a*).—The minimum weight of goods for charge shall be half a maund.

(*b*).—The minimum charge for goods shall be eight annas, in through booking, divisible in mileage proportion.

CLAUSE X.

Responsibility for charge.

(*a*).—Each Railway shall be responsible for collecting and paying over to the other, all the charges which may be payable upon through traffic.

(*b*).—The receiving station shall check the invoices and be responsible for collecting any amounts that may be undercharged, whether booked "paid" or "to pay," with the following exceptions, which must be collected in full by the sending Railway, namely,—

1st.—Charges on live stock of every description.

2nd.—Charges on all articles, goods or parcels which, according to the rules of the forwarding Railway, are required to be prepaid.

3rd.—Charges on Commissariat, Ordnance, Medical or other Government stores which are booked on credit note or which may be prepaid.

4th.—Passenger fares, charges on passengers' luggage, specie and palanquins, and on carriages and charges for insurance.

5th.—Charges on all articles booked and carried with owner.

6th.—All errors under one rupee in freight paid by credit notes, other than those referred to in exception (3rd), and all undercharges in freight paid by ledger account.

(*c*).—The receiving Railway shall not reduce the charge mentioned in the invoice or through way bill, without the consent of the forwarding Railway, except in the case of overcharges, the evident result of errors in classification or computation of freight.

CLAUSE XI.

Division of receipts.

The Audit Offices of the two Railways shall exchange weekly division sheets; each Railway to have in division its own rates and charges, as quoted for through traffic, in accordance with clause VII, except in the case of minimum and other charges common to both lines, which shall be divided by mileage. All inwards through traffic shall be accounted for within six weeks from the date the invoices pass Agra Cantonment station. A monthly settlement of accounts based on division sheets, bills and statements as rendered, shall be made by transfer certificate, on the understanding that all errors brought to notice will be adjusted without delay in subsequent accounts, by the responsible Railway.

CLAUSE XII.

Definition of "week."

The "week" shall in all cases end at 12 o'clock on Saturday night. When the 30th June and 31st December do not fall on a Saturday, two returns shall be rendered, one for the period commencing from the first day of the last week to the end of the month, and another from the first day of the next month up to and including the second Saturday of that month.

CLAUSE XIII.

Definition of "day" and "Railway time."

The "day" shall in all cases be reckoned as 24 hours, commencing at 12 o'clock at night; part of a day to be reckoned as a day. Madras time shall be adopted in all cases. Sundays, Christmas Day and Good Friday shall be treated as ordinary working days.

CLAUSE XIV.

Definition of through and local traffic.

(*a*).—Through traffic shall be understood in all cases to mean Coaching or Merchandise traffic which may be booked or invoiced, in accordance with the terms of this Agreement, through from any station on the Bombay, Baroda and Central India Railway or any line beyond to any station on the Indian Midland Railway or any line beyond, or *vice versâ*.

(*b*).—Traffic booked or invoiced to or from Agra Fort or Agra Cantonment station is to be considered, for the purposes of this Agreement, local traffic of the line by which it arrives at or leaves Agra Fort or Agra Cantonment station, that is, it will be Indian Midland Railway local traffic if from or to the Indian Midland Railway or connected Railways; and Bombay, Baroda and Central India Railway local traffic if to or from the Bombay, Baroda and Central India Railway or connected Railways Traffic between Agra East Bank or stations on the East Indian Railway and stations on the Indian Midland or connected Railways shall be treated as local traffic of the Indian Midland Railway, and traffic between stations on the East Indian Railway and stations on the Bombay, Baroda and Central India Railway or connected Railways shall be treated as local traffic of the Bombay, Baroda and Central India Railway for the purposes of this Agreement.

Booking of Local Goods Traffic.

(*c*).—The booking of local goods traffic over the Indian Midland Railway from Agra Fort and Agra Cantonment stations shall be in accordance with paragraph 4 of the Minutes of the meeting held at Cawnpore on the 13th February 1889, between the General Traffic Managers, Bombay, Baroda and Central India Railway and Indian Midland Railway. *See* Appendix A and accompaniment.

(*d*).—The booking of Goods traffic from and to Agra Fort to and from Bombay, shall be in accordance with the arrangement recorded in the Minutes of the meeting held at Jhansi on the 9th December 1891. *See* Appendix B.

CLAUSE XV.

Telegrams.

Telegrams on the joint business of the two Railways shall be interchanged free.

CLAUSE XVI.

Joint Goods Staff, etc., at Agra Cantonment.

The Bombay, Baroda and Central India Railway shall provide all staff, labour and appliances necessary for the transfer of through Goods traffic at Agra Cantonment station, subject to agreement as to rates.

CLAUSE XVII.

Transhipment of Goods at Agra Cantonment Junction.

No Indian Midland Railway wagon or a wagon belonging to any line working in connexion with the Indian Midland Railway shall be detained under load beyond 36 hours after arrival at the transhipment platform, and should any wagon be so detained, through default of the Bombay, Baroda and Central India Railway, it shall be subject to a charge for demurrage at the rate of nine pies per ton of carrying capacity of the wagon per hour, except as provided in section (*c*) of clause XVIII. The calculation of penalty charges to commence from the first complete hour after expiry of this period, fractions of hours being disregarded.

CLAUSE XVIII.

Penalty for non-supply of wagons at Junction.

(*a*).—To protect the Bombay, Baroda and Central India Railway from risk or loss arising from undue delay on the part of the Indian Midland railway in providing wagons for loading, the Indian Midland Railway shall be liable to a penalty of nine pies per hour per ton of such goods booked through to stations of the Indian Midland Railway or connected Railways, as the Indian Midland Railway may fail to provide wagons for, after 36 hours' notice, such penalty to be leviable up to the time the Indian Midland Railway wagons become available for loading at the transhipment platform.

(*b*).—The calculation of penalty charges to be made as in the case of clause XVII.

(*c*).—The penalties laid down in this and the preceding clause shall not apply to girders, timber and such heavy and bulky articles as may, from time to time, be exempted by special agreement between the General Traffic Managers of the two Railways.

CLAUSE XIX.

Receiving Railway to accept risk for goods detained for wagons.

After 48 hours all through consignments shall be at the risk of the Railway on to which they are booked through unless wagons shall have been provided.

CLAUSE XX.

Notice of restriction of traffic.

If at any time either line should find itself unable, either from want of vehicle stock or engine power or from any other cause, to receive and forward all the traffic tendered or likely to be tendered by the other line, it shall be competent for the receiving line to give notice (of not less than 7 days) to the said other line of the maximum quantity it will be prepared to receive and forward, and of the period during which the restriction will be necessary, and during such period the said Railway shall not be bound to receive more than the quantity so specified.

CLAUSE XXI.

Settlement of claims.

(*a*).—All claims in connexion with through traffic, except as provided in section (*b*) of this clause, shall be borne by the Railway on which the loss or damage occurred; and when this cannot be ascertained with certainty, the claim shall be paid in mileage proportion. In the case of joint claims the consent of both Railways must be obtained before settlement by either.

(*b*).—Damages or losses arising from faults of omission or commission by the joint staff shall be charged as follows:—

(i).—On through traffic, in equal proportion to the two Railways.

(ii).—On local traffic, to the Railway whose traffic is concerned.

(iii).—Specific recoveries from the joint staff shall be credited to the claims on account of which they may be made.

CLAUSE XXII.

Joint Staff at Agra Fort and Agra Cantonment.

The Bombay, Baroda and Central India Railway shall appoint and control the staff required at Agra Fort and Agra Cantonment stations, including the staff required for the working of the Indian Midland Railway Goods traffic at Agra Fort station.

CLAUSE XXIII.

Engine power and shunting.

The Indian Midland Railway shall provide broad gauge rolling stock and locomotive power required on account of broad gauge trains and shunting at Agra Fort and Agra Cantonment stations and for haulage between Agra Cantonment station and Agra East Bank; and similarly metre gauge rolling stock and locomotive power shall be provided by the Bombay, Baroda and Central India Railway.

CLAUSE XXIV.

Responsibility for damages, accidents, etc.

Each Railway shall accept all risks in connexion with its own local traffic, and shall bear the loss arising from accidents from whatever cause to its own traffic and stock or stock of other Railways working in connexion with it, within the limits of the joint link.

CLAUSE XXV.

Supply of stationery, etc., and lamping of trains.

Each line shall supply at Agra Fort and Agra Cantonment stations, passenger and other tickets for booking to its own stations, as well as printed forms, and shall lamp its own trains.

CLAUSE XXVI.

Arrangements for greasing vehicles.

The necessary arrangements for the examining, cleaning and greasing of vehicles of all descriptions shall be made and agreed to between the Carriage Departments of the respective lines.

CLAUSE XXVII.

Sanctions for joint staff.

The half-yearly authorizations of establishment for the Agra Fort and Agra Cantonment stations shall be approved by the Indian Midland Railway. In case, however, of unforeseen pressure of traffic the General Traffic Managers of the two Railways may agree to a temporary increase of establishment.

CLAUSE XXVIII.

Duties of joint Station Masters.

(*a*).—The joint Station Masters shall be equally subject to the orders of the General Traffic Managers of the Railways concerned in respect of the special work of their respective lines as affecting the joint stations; they shall perform such duties as are demanded of Station Masters on each Railway, and shall render all working and audit returns which are required.

(*b*).—The station premises, working, and books shall be open to inspection by the officers of either Railway.

CLAUSE XXIX.

Indian Midland Railway Staff to obey Rajputana-Malwa Railway rules.

The whole of the staff of the Indian Midland Railway, while within the limits of the joint link, shall obey and be bound by all the rules and regulations, and also all instructions which may be, from time to time, in force, or which may be issued by the authorities of the Bombay, Baroda and Central India Railway, who shall have the same rights and control over the staff of the Indian Midland Railway while within the limits of the joint link, as if they were the staff of the Bombay, Baroda and Central India Railway.

CLAUSE XXX.

Joint station construction, maintenance, rent, provision of permanent-way, etc., etc.
Existing joint works.

(*a*).—The Bombay, Baroda and Central India Railway's existing works and premises to be used in common, for joint purposes by the Bombay, Baroda and Central India and Indian Midland Railways shall be those which are mentioned in Schedules 1 and 2 attached to this Agreement, and the total of the amounts set opposite those several items in those schedules, shall be that on which rent is to be charged as provided in para. (*c*) of this clause. No addition shall be made to these schedules without the previous consent of the two Railways.

New joint works. Additions and alterations to existing joint works.

(*b*).—The Bombay, Baroda and Central India Railway Company shall, from time to time, provide the amount chargeable to capital, which is required to be expended for joint use upon additions and alterations of the existing premises, as they are defined in the schedules referred to in para. (*a*) of this clause, and upon new premises, or works, which may have to be provided, for joint use, within the limits of the station.

All such new works and additions, and alterations, shall be executed by the Bombay, Baroda and Central India Railway Company, upon plans and estimates which shall be agreed to by the two Railways before the work is commenced and the cost shall be added to Schedules 1 and 2 in the case of joint works or to Schedule 3 in the case of works used exclusively by the Indian Midland Railway.

Rates of rental.

(*c*).—An annual rent, to include maintenance and renewal, at the rate of 4½ per cent. per annum for land, 6½ per cent. per annum for structures, and 9 per cent. per annum for ballast and permanent way, shall be charged by the Bombay, Baroda and Central India Railway Company to the joint expenses account, upon the expenditure shown in Schedules 1 and 2 referred to in para. (*a*) of this clause, except as regards the proportion of such rent as is due for accommodation afforded to the East Indian Railway, as explained in clause XXXI, which shall be borne by the Bombay, Baroda and Central India Railway, and except as regards the proportion to be charged solely to the Indian Midland Railway as provided in clause XXXI. An annual rent at the above rates shall also be charged in the same manner upon the cost of alterations and additions and of new works to be provided under provisions of para. (*b*) of this clause. No charge shall be made in respect of renewals of furniture or working plant included in Schedules 1 and 2 other than the above percentage.

(*d*).—Any expenditure which may be required, from time to time, for joint use upon new minor works, and upon minor additions and alterations of existing premises, which is chargeable to revenue under the rules in force on the Bombay, Baroda and Central India Railway, shall be debited to the joint station expenses account, except as regards the proportion of such charges as is due for accommodation afforded to the East Indian Railway, as explained in clause XXXI, which shall be borne by the Bombay, Baroda and Central India Railway, and except as regards the proportion to be charged solely to the Indian Midland Railway as provided in clause XXXI. A separate account of such expenditure shall be kept for the purposes of clause XXXVI, and on this no interest shall be charged.

New minor works and minor additions and alterations to joint works.

The Bombay, Baroda and Central India Railway Company shall execute all such additions and alterations and minor new works, chargeable to revenue, upon plans and estimates, which shall be agreed to by the two Railways before the work is commenced, and shall also execute the work of maintenance and renewal of all premises and works which are used in common, from time to time, by the two Railways, within the limits of the joint link.

(*e*).—The Indian Midland Railway shall solely pay the rent at the rates specified in para. (*c*) of this clause on the accommodation and structures exclusively used by it as entered in Schedule 3 attached to this agreement, and on any such accommodation and structures as may hereafter be provided.

Works for Indian Midland Railway.

The Indian Midland Railway will, however, receive a credit of one-third of the amount realized from the East Indian Railway on account of the toll of three pies per maund on all Ordnance Stores dealt with at Agra Fort.

(*f*).—The rent on works detailed in Schedule 4, which are exclusively used by the Bombay, Baroda and Central India Railway, shall be debited wholly to that Railway.

Works for the Bombay, Baroda and Central India Railway.

CLAUSE XXXI.

Joint expenses and interest charges.

The working expenses and interest and maintenance charges at Agra Fort station shall be divided as follows:—

1.—*Cost of establishment and of other working expenses:*—

(i) The Bombay, Baroda and Central India Railway shall pay (1) for the staff exclusively employed for working of the Rajputana-Malwa Railway goods traffic, and (2) for the staff exclusively employed for coaching traffic on the metre gauge side of the station.

(ii) The Indian Midland Railway shall pay for the staff exclusively employed for working of the Indian Midland Railway goods traffic.

(iii) As regards joint expenses in connexion with traffic of the Indian Midland Railway [other than that mentioned in para (ii) above] and East Indian Railway on the broad gauge side of the station, one tenth proportion of such expenses shall be first charged to the Indian Midland Railway on account of its goods traffic passing through the station, and the balance shall be divided in proportion to the weight of the coaching traffic of the Indian Midland and East Indian Railways using the station, the amount on account of the East Indian Railway being wholly chargeable to the Bombay, Baroda and Central India Railway (which is indemnified by the separate agreement under which it works the East Indian Railway traffic of Agra Fort), and that on account of the Indian Midland Railway, wholly to the Indian Midland Railway.

(iv) As regards joint expenses in connexion with traffic of the Bombay, Baroda and Central India, Indian Midland, and East Indian Railways [other than the expenses mentioned in the foregoing paras. (i), (ii) and (iii)], one-tenth proportion of such expenses shall, in the first instance, be charged to the Bombay, Baroda and Central India Railway on account of its goods traffic passing into or through the metre gauge goods yard, and another one-tenth proportion, to the Indian Midland Railway, on account of its goods traffic passing through the station, and the remaining $\frac{8}{10}$ths shall be divided

in proportion to the weight of the coaching traffic of the three Railways using the station, the amount due to the East Indian Railway being borne by the Bombay, Baroda and Central India Railway and the remainder being debited to the joint account of the link to be apportioned between the Bombay, Baroda and Central India and Indian Midland Railways, as laid down in clause XXXIII of this Agreement.

2.—*Interest and maintenance charges at the rates given in clause XXX, para. (c), on the land and works, permanent way, etc., at Agra Fort station.*

(i) The Bombay, Baroda and Central India Railway shall pay interest and maintenance charges (1) on land, permanent way and works in the Rajputana-Malwa Railway goods yard, and (2) on land, permanent way and works (including station yard) on the metre gauge side of the station.

(ii) The Indian Midland Railway shall pay interest and maintenance charges on land, permanant way and works exclusively used for the Indian Midland Railway goods work.

(iii) As regards the charges on land, works and broad gauge permanent way, etc., in joint use of East Indian and Indian Midland Railways, one-tenth proportion of such charges shall first be debited to the Indian Midland Railway on account of its goods traffic passing through the station, and the balance shall be divided in proportion to the weight of the coaching traffic of the East Indian and Indian Midland Railways using the station, the amount on account of the former being borne by the Bombay, Baroda and Central India Railway, and that on account of the latter being debited to the Indian Midland Railway.

(iv) As regards the charges on land and works in joint use of the Rajputana-Malwa, East Indian and Indian Midland Railways, one-tenth proportion of such charges shall be debited to the Indian Midland Railway in the first instance on account of its goods traffic passing through the Fort station, and the balance shall be divided in proportion to the weight of the coaching traffic of the three Railways using the station, the amount due to the East Indian Railway being borne by the Bombay, Baroda and Central India Railway, and the remainder being debited to the joint account of the link to be apportioned between the Bombay, Baroda and Central India and the Indian Midland Railways inproportion to the freight ton-mileage of their respective traffic using the link, as laid down in clause XXXII of this agreement.

CLAUSE XXXII.

Charges for line, works, etc., between the Cantonment and Fort stations.

The interest and maintenance charge at the rates prescribed in clause XXX, para. (*c*), on the capital cost of the land and works between Agra Cantonment and Agra Fort stations shall be divided between the Bombay, Baroda and Central India and Indian Midland Railways in the proportions of $\frac{3}{8}$ths and $\frac{5}{8}$ths respectively.

The Indian Midland Railway shall pay interest and maintenance charge at 9 per cent. per annum on the broad gauge permanent way and ballast, etc., between Agra Cantonment and Agra Fort stations; similarly the Bombay, Baroda and Central India Railway shall bear the whole charge on account of the metre gauge permanent way and ballast, etc., between these two stations.

CLAUSE XXXIII.

Division of joint expenses and interest charges.

(*a*).—The joint expenses on account of the link as detailed below, *viz.* :—

(i).—The cost of station establishment and other working expenses at Agra Cantonment;

(ii).—Interest and maitenance charges at the rates given in clause XXX, para (*c*), on the original capital cost of the land and works, on the link as given in Schedule 1, which includes the Jumna Bridge;

(iii).—The remainder of the working expenses and maintenance charges at the Agra Fort station as mentioned in the concluding portions of paras. 1 (iv) and 2 (iv) of clause XXXI of this Agreement;

less the deductions enumerated in clause XXXIV shall be apportioned between the Bombay, Baroda and Central India and Indian Midland Railways in proportion to the

freight ton-mileage of their respective coaching and goods traffic using the link, *i.e.*, of the following traffic :—

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

(1).—Coaching traffic booked from Agra Fort and Agra Cantonment stations to Bombay, Baroda and Central India Railway stations, and *vice versâ*, *i.e.*, total in and out.

(2).—Coaching traffic booked, *viâ* Agra Fort, between East Indian Railway stations and Bombay, Baroda and Central India Railway stations, not including Agra Fort and Agra Cantonment stations, *i.e.*, total in and out *viâ* Agra Fort.

(3).—Half of the Coaching traffic booked from Indian Midland Railway stations to Bombay, Baroda and Central India Railway stations, not including Agra Fort and Agra Cantonment stations, and *vice versâ*, *i.e.*, half the total in and out *viâ* Agra Cantonment or *viâ* Agra Fort.

(4).—Goods traffic booked from Agra Fort and Agra Cantonment stations to Bombay Baroda and Central India Railway stations, and *vice versâ*, *i.e.*, total in and out.

(5).—Goods traffic booked between East Indian Railway stations, and Bombay, Baroda and Central India Railway stations, not including Agra Fort and Agra Cantonment stations, *i.e.*, total in and out *viâ* Agra (East Bank) Junction.

(6).—Half of the Goods traffic booked between Indian Midland Railway stations and Bombay, Baroda and Central India Railway stations, not including Agra Fort and Agra Cantonment stations, *i.e.*, half the total in and out *viâ* Agra Cantonment.

INDIAN MIDLAND RAILWAY.

(1).—Coaching traffic booked from Agra (East Bank) Junction, Agra Fort and Agra Cantonment stations to Indian Midland Railway stations, and *vice versâ*, *i.e.*, total in and out. This is also to include traffic carried by Indian Midland Railway trains to and from stations on the East Indian and connected Railways *viâ* Agra.

(2).—Coaching traffic exchanged at Agra Fort station between East Indian Railway and Indian Midland Railway stations, *i.e.*, total in and out *viâ* Agra Fort.

(3).—Half of the Coaching traffic booked from Indian Midland Railway stations to Bombay, Baroda and Central India Railway stations, not including Agra Cantonment and Agra Fort stations, and *vice versâ*, *i.e.*, half the total in and out *viâ* Agra Cantonment or *viâ* Agra Fort.

(4).—Goods traffic booked from Agra Fort and Agra Cantonment stations to Indian Midland Railway stations, and *vice versâ*, *i.e.*, total in and out.

(5).—Goods traffic booked between Agra (East Bank) Junction or East Indian Railway stations, and Indian Midland Railway stations, including Agra Fort and Agra Cantonment stations, *i.e.*, total in and out.

(6.)—Half of the Goods traffic booked between Indian Midland Railway stations and Bombay, Baroda and Central India Railway stations, not including Agra Cantonment and Agra Fort stations, *i.e.*, half the total in and out *viâ* Agra Cantonment.

Calculation of ton-mileage.

(*b*).—The freight ton-miles are to be arrived at by multiplying the actual weight of goods and the conventional weight of Coaching traffic as given in clause XXXV, by the number of miles travelled on the link, *viz.*, 1½ miles in the case of all traffic to and from Agra Fort station, and 3 miles in the case of traffic passing over the link between Agra Cantonment and Agra East Bank ; but each ton of traffic from the Indian Midland, Rajputana-Malwa and connected Railways to and *viâ* Agra Cantonment and *vice versâ*, is to be counted as one ton-mile.

CLAUSE XXXIV.

Deductions from joint expenses.

(*a*).—Until such time as a revised Agreement is come to between the Bombay, Baroda and Central India and the East Indian Railways as regards the working of the Coaching traffic of the East Indian Railway between Agra East Bank and Agra Fort stations (including the passage over the

Jumna Bridge), the receipts from the East Indian Railway, as detailed below, shall be deducted from the joint expenses before the division of the expenses between the Indian Midland and the Bombay, Baroda and Central India Railways :—

(1).—A one mile toll on all Coaching traffic other than parcels and dogs—*vide* clause XXII (*c*) of the Agreement between the East Indian Railway and the Rajputana-Malwa Railway, dated 21st May 1884.

(*b*).—The following deductions shall also be made from the joint expenses :—

(1).—Net receipts, after deducting the cost of maintenance and other expenses, from the tolls on the ordinary roadway over the Jumna Bridge.

(2).—Incidental receipts at the joint stations.

(3).—Two-thirds of the toll of three pies per maund received for all Ordnance stores dealt with at Agra Fort for the East Indian Railway.

CLAUSE XXXV.

Weight of Coaching units.

The weight of coaching units and live stock are to be calculated on the following scale :—

Each Passenger of whatever class	1 cwt.
„ Child's ticket	56 lbs.
„ Horse or head of horned cattle	1 ton.
„ Sheep, Calf, Goat, or Pig	56 lbs.
„ Dog or small animal	1 cwt.
„ Carriage	3 tons.

Parcels on actual weight.

CLAUSE XXXVI.

Compensation on termination of Agreement.

Upon the termination of this Agreement, or in the event of works provided under it, being no longer required by either of the two Railways, the amount of compensation to be paid by each Railway for capital and other expenditure incurred in the provision of joint works shall be determined by mutual agreement, or, if necessary, by arbitration, as provided for in Clause XXXVII.

CLAUSE XXXVII.

Disputed points.

All questions which may arise in carrying out these arrangements, upon which the General Traffic Managers of the two Railways cannot agree, shall be referred to the Agent of the Indian Midland Railway and the Agent of the Bombay, Baroda, and Central India Railway, and in case of any difference of opinion between the two Railways as to construction of any part of this Agreement, or as to its application to any particular case, it shall be open to either Railway to call for an arbitration to be conducted in the ordinary way. The decision of the arbitrator or arbitrators nominated by the two Companies, or of the Umpire nominated by such arbitrators, shall be final and binding upon the two Companies, in regard to the matter or matters which may be referred to him or them.

CLAUSE XXXVIII.

Confirmation.

This Agreement is subject to confirmation* by the Boards of Directors of the Bombay, Baroda and Central India and Indian Midland Railways, and to confirmation by Government.

* Confirmed by the Board of Directors of the Indian Midland and the Bombay, Baroda and Central India railways in letters Nos. 37, dated the 14th December 1894 and 58, dated the 11th January 1895, to their respective Agents in India, and in Government of India letter No. 121 R. T., dated the 20th March 1895, to the Government of Bombay and the Consulting Engineer to the Government of India for Railways, Lucknow.

SCHEDULE 1.

Cost of Joint Works on the Link at Agra except those at Agra Fort Station, the interest and maintenance charge on which is debitable to the Bombay, Baroda and Central India Railway and the Indian Midland Railway in proportion to the freight ton-mileage of their respective traffic worked over the Link.

PARTICULARS.	Capital Cost.	Rate of interest chargeable.	Half-yearly Charge.
	Rs.	Rs.	Rs.
(*a*) Land at Agra Cantonment belonging to the Rajputana-Malwa Railway, 10 acres	36,000		
Deduct—Land belonging to the Indian Midland Railway, 1·204 acres	4,334		
	31,666	4½ p. c.	712
(*b*) Works at Agra Cantonment—			
Station Building	6,842		
Station Master's Quarters	1,385		
Menials' Quarters	2,644		
Two-roomed Quarter No 17	4,179		
Transhipment Platform Wall	11,895		
Kunkering Platform	1,952		
Signals	1,700		
Latrines	450		
Fencing	1,834		
Well	1,968		
Head Signaller's Quarters	2,515		
Furniture and appliances	808		
	38,172	6½ p. c.	1,241
(*c*) Jumna Bridge	18,33,877	6½ p. c.	59,601*
TOTAL . .	19,03,715		61,554

* Credit to be given for tolls received from the East Indian Railway and Agra Municipality less ₹275 per half-year for cost of maintaining roadway (*vide* Clause XXXIV of the Agreement).

SCHEDULE 2.

List of Joint Works at Agra Fort Station.

Particulars.	Capital Cost.	Rate of Interest chargeable.	Half-yearly Charge.	Distribution of Charge.				Remarks.
				R.-M. Ry.	I. M. Ry.	Joint account of the E. I. and I. M. Rys.	Joint account of the R.-M., E. I. and I. M. Rys.	
(a) In joint use of E. I. and I. M. Rys.	Rs.	Rs	Rs.	Rs.	Rs.	Rs.	Rs.	
1.—Land, 3·026 acres	25,063	4½ per cent.	564	...	56	508	...	10 per cent. is first charged to the I. M. Ry. on account of its through Goods traffic passing through the Fort Station, and the balance is to be divided in proportion to the weight of the Coaching traffic of the E. I. and I. M. Rys. using the station, the amount on account of the former being wholly chargeable to the B., B. & C. I. Ry., and that on account of the latter, wholly to the I. M. Ry.
2.—Works—								
Portion of Passenger Station	2,03,123							
Turn-table	6,000							
Ash-pit	1,998							
Buffer Stops	2,405							
Carriage and Horse Docks and Platforms	1,151							
Latrines	5,312							
Fencing	326							
Earthwork at Agra Fort station	2,029							
Ditto from ditto to the West Distant signal	2,317							
	2,24,661	6½ per cent.	7,301	...	730	6,571	...	Ditto ditto ditto.
3.—Broad Gauge Permanent Way	59,772							
Deduct— Ditto in I. M. Railway Goods Yard	13,000							
	46,772							
Points and Crossings	8,034							
Ballast	1,159							
	55,965	9 per cent.	2,518	...	252	2,266	...	Ditto ditto ditto.
(b) In joint use of R.-M., E. I. and I. M. Rys.								
1.—Land at Agra Fort 4·659 acres	38,209							
Ditto at Agra Cantonment occupied by Fort Staff 1·195 „	4,302							
5·854 „	42,511	4½ per cent.	956	...	96	...	860	10 per cent. is to be charged to the I. M. Ry. in the first instance on account of its through Goods traffic passing through the Fort Station, and the balance is to be divided in proportion to the weight of the Coaching traffic of the three Rys. using the station, the amount due to the E. I. Ry. being borne by the B., B. & C. I. Ry., and the remainder being debited to the Joint Account of the Link to be apportioned between the B., B. & C. I. and I. M. Rys. in proportion to the freight ton-mileage of their traffic using the Link.
2.—Works—								
Portion of Passenger Station	58,955							
Station Master's Quarters	5,485							
Signals	1,300							
Lamp-room	1,029							
Pointsmen's Huts	900							
Main Drains	15,184							
Fort Bridge	1,814							
Plant	10,917							
Furniture and appliances	2,069							
Tirpolia Underbridge	27,700							
Nulla ditto	8,227							
Earthwork at Agra Fort station	3,593							
Quarters at Agra Cantonment occupied by Fort Staff	8,882							
	1,45,965	6½ per cent.	4,744	...	474	...	4,270	Ditto ditto ditto.

SCHEDULE 3.

Cost of Land, Works and Permanent-Way, the interest and maintenance charge on which is debitable wholly to the Indian Midland Railway.

PARTICULARS.	Capital Cost.	Rate of Interest chargeable.	Half-yearly Charge.
	Rs.	Rs.	Rs.
Land at Agra Cantonment, 2·872 acres	10,339	4½ p.c.	...
Permanent Way do.	31,792*	9 „	...
⅝ths of the cost of land between Agra Cantonment and Agra Fort stations (10·263 acres, R36,947)	14,779	4½ „	
⅝ths of the cost of joint works* do. do.	34,560	6½ „	...
Broad-Gauge Permanent Way and Ballast do. do.	30,154	9 „	...
Land at Agra Fort, 1·849 acres	16,239	4½ „	...
†Broad Gauge Goods Platform at Agra Fort	1,918	6½ „	...
†Permanent Way in Goods yard do.	13,000	9 „	...
†Earthwork do. do.	1,374	6½ „	...
†Fencing do. do.	650	6½ „	...
†Piece of Passsenger Platform, Agra Fort, used exclusively for Indian Midland Railway Goods traffic	7,000	6½ „	...
†Rooms at Agra Fort station do. do.	2,832	6½ „	...
Broad Gauge Line from east of the Jumna Bridge to the Junction with the East Indian Railway :—			
Land	375	4½ „	...
Works	1,800	6½ „	...
Permanent Way	20,385	9 „	...
TOTAL	1,87,197		
Total Land	41,732	4½ „	939
Total Permanent Way	95,331	9 „	4,290
Total Works	50,134	6½ „	1,629
GRAND TOTAL	1,87,197	...	6,858

* Earthwork . . . . . Rs. 11,000
Minor Bridges and Culverts . . . . . „ 51,958
Kutchery Over-bridge . . . . . „ 11,294
Fencing . . . . . „ 12,148
Total Rs. 86,400

† The Indian Midland Railway to receive one-third of the toll of 3 piesper maund, that is paid by the East Indian Railway in connexion with their Ordnance Stores traffic dealt with at Agra Fort station [*vide* clause XXX (*e*) 2 of the Agreement].

SCHEDULE 4.

Cost of Land, Works and Permanent Way, etc., the rental on which is chargeable wholly to the Bombay, Baroda and Central India Railway.

Particulars.	Capital Cost.
	Rs.
1.—Agra Cantonment—	
Land, 71·268 acres	2,56,565
Metre Gauge Permanent Way, including Points and Crossings, Ballast and Earthwork	42,179
	2,98,744
2.—Between Agra Cantoment and Agra Fort—	
$\frac{3}{5}$ths of the land	22,168
$\frac{3}{5}$ths of the works	51,840
Metre Gauge Permanent Way, including Ballast and Earthwork	47,754
	1,21,762
3.—Agra Fort—	
(*a*)—*Passenger Station, Rajputana-Malwa Railway*—	
Portion of Station Building	2,05,875
Land, 3·404 acres	29,897
Ash-pit	10,000
Permanent Way	22,000
Ballast	3,800
Points and Crossings	3,600
Earthwork	2,060
	2,77,232
(*b*)—*Local Goods Yard, Rajputana-Malwa Railway*—	
Land, 4·398 acres	38,638
Goods Shed	20,696
Ash-pits	17,280
Well	3,614
Tank	5,086
Weigh-bridge	4,123
Traverser	1,633
Buffer Stops	640
Permanent Way	32,502
Points and Crossings	8,960
Ballast	14,270
Earthwork	3,264
	1,50,706
TOTAL	8,48,444

APPENDIX A.

EXTRACT from Minutes of a Meeting held at Cawnpore on Wednesday, the 13th February 1889, between the General Traffic Managers of the East Indian, the Bombay, Baroda and Central India and the Indian Midland Railways.

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4. Referring to minutes No. 3 of the last Meeting, the General Traffic Manager, B., B. & C. I. Railway, is willing for the present to endeavour to deal with as much as possible of the I. M. Railway local goods traffic at the Agra Fort station, excluding grain and common seeds and cotton only; but if it is found that the traffic is more than can be accommodated at the Fort station, seven days, notice shall be given to the I. M. Railway to stop booking all goods carried at special reduced rates to and from the Fort station.

ACCOMPANIMENT TO APPENDIX A.

EXTRACT from Minutes of a Meeting held at Agra Station on Saturday, the 19th January 1889, between the General Traffic Managers of the East Indian, the Bombay, Baroda and Central India and the Indian Midland Railways.

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2. With regard to the Agra Cantonment station, the General Traffic Manager, B., B. & C. I. Railway, undertook to deal with the I. M. Railway coaching traffic and the transhipment of goods traffic between the B., B. & C. I. and the I. M. Railways, including local goods if required. *as far as the accommodation will admit of. In case additional accommodation there is necessary, the I M. Railway Company to make proposals for extending the yard and the B., B. & C I. Railway Company will do the best they can to meet them, the Indian Midland Railway sharing in the expenses.*

3. That in regard to Agra Fort the coaching work will be undertaken as at present by the B., B. & C. I. Railway. The B., B. & C. I. Railway also undertakes to deal with the local goods traffic in and out of Agra Fort station for the I. M. Railway with the exception of special class goods and cotton, but, owing to the want of accommodation, the General Traffic Manager, B., B. & C. I. Railway, is not prepared at present to load and unload special class goods and cotton at the Fort station. *The B., B. & C. I. Railway will, however, render assistance towards providing additional works for the I. M. Railway local goods traffic if that Company will indicate what new works they require on the undertaking that the usual rent is paid.*

APPENDIX B.

EXTRACT FROM MINUTES OF A MEETING between the General Traffic Managers of the Bombay, Baroda and Central India and Indian Midland Railways, held at Jhansi on Wednesday, the 9th of December 1891, as to arrangements for dealing with the Indian Midland Railway Company's Traffic at the Agra Fort Station of the Bombay, Baroda and Central India Railway.

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2. The matter having been fully discussed, it was agreed to recommend that, to avoid any disturbance of the existing equal rates, a division of the traffic, both up and down, be obtained by the B., B. & C. I. Railway having the forwarding from Agra Fort station of all up traffic to Bombay from Agra, an equal weight being despatched by each route, leaving the down traffic to be consigned from any of the Bombay stations to Agra Fort station

by whichever route is selected by the senders, the rates remaining equal as at present; and that if it is found at the end of any month, from the Agra Fort station books, that either route has obtained a greater value of down traffic than the other, it be adjusted by the difference in the money-value of the down traffic being given to the Railway which had obtained the lesser amount by up traffic in either cotton, wheat or other grain or seeds being forwarded to Bombay by that route, in excess of the equal share of up traffic agreed upon for that traffic.

3. If this is accepted by the Railways concerned and approved of by the Agents, it might be given effect to from the 1st of January 1892.

4. The question of the available accommodation at the Agra Fort station for goods work on the broad gauge side was also considered, and it was decided to recommend that the outer loading platform next to the road be enlarged and the coping wall extended, the platform being made up from the station with a slope to the existing gateway there, and that an outer stone wall be built on the side of the public road the length of the platform.

5. The B., B. C. I. Railway undertake to do the work of forwarding the traffic, etc., in the meantime to the best of their ability, the I. M. Railway providing what shunting power is necessary, and it was arranged that loaded wagons might be taken from the Fort to the Cantonment for attaching to up trains there, spare empties being kept on the East Bank side of the river.

6. It was understood that in case of a block of traffic at the Fort station on the broad gauge platform, the I. M. Railway would at three days' notice make some arrangement by which the local dacra cotton forwarded to Agra, and such other local traffic as may be found absolutely necessary, could be taken to the East Bank station there.

APPENDIX N.

Agreement for RUNNING POWERS over parts of the EASTERN BENGAL STATE RAILWAY granted by the Secretary of State to the EAST INDIAN RAILWAY COMPANY.

CLAUSE 1.

(*a*) *Term of Agreement.*—This Agreement to come into force with effect from the 1st January 1892, and to remain in force until the expiry of at least six months' notice from either side desiring to revise or cancel it. Such notice to terminate either on the 30th June or 31st December of any year. The running power Agreement * which came into force on the 1st April 1887, is cancelled from the date on which this Agreement takes effect.

CLAUSE 2.

Ordinary through traffic to be interchanged at Naihati.—Goods traffic between East Indian Railway stations and all stations on the Eastern Bengal State Railway, and beyond, except Chitpore and *viâ*, Sealdah, and the Kidderpore Docks, and such other stations as may hereafter be excepted by mutual agreement, shall be interchanged at Naihati.

CLAUSE 3.

(*a*) *Running powers to East Indian Railway.*—The East Indian Railway shall have power to run and haul its own trains over the Eastern Bengal State Railway line between Naihati and Sealdah and between Naihati and Kidderpore Dock Junction, and also goods trains over the length of line between Naihati and Chitpore.

(*b*) Goods traffic must not be booked by the East Indian Railway *viâ* Kidderpore Dock Junction to any other station except the Kidderpore Docks except with the special consent of the Eastern Bengal State Railway previously obtained.

(*c*) Provided that nothing in this agreement regarding the carriage of East Indian Railway public traffic on East Indian Railway trains shall be held to apply to the carriage of coal or Railway materials and stores for use on the Eastern Bengal State Railway and consigned to that administration, whether through booked to a station to which running powers are granted, or re-booked from Naihati to such station in East Indian Railway wagons. Such traffic shall be treated as traffic interchanged under Conference rules and be subject thereto, and shall be taken on from Naihati on Eastern Bengal State Railway trains.

CLAUSE 4.

(*a*) *Payment for running powers of goods trains—Naihati to Chitpore, Naihati to Sealdah.*—For every goods train run by the East Indian Railway *viâ* Naihati to or from the Eastern Bengal Calcutta stations of Chitpore and Sealdah, the East Indian Railway shall pay to the Eastern Bengal State Railway a sum of R1-8-0 for each train-mile travelled in either direction, the distance for charge being—

Between Naihati Junction and Chitpore, 23 miles.
Ditto ditto and Sealdah, 24 „

(*b*) *Payment for running powers Naihati to Kidderpore Dock Junction.*—For every goods train run by the East Indian Railway *viâ* Naihati Junction to or from the point on the Eastern Bengal State Railway at which the Kidderpore Dock traffic is to be made over to or by the authorities working the Dock, a sum of annas twelve per train-mile on the distance travelled over in either direction. The distance for charge to be—

Between Naihati Junction and Kidderpore Dock Junction, 32 miles.

(*c*) For every goods train run by the East Indian Railway *viâ* Naihati Junction to or from Sealdah through Chitpore, or to or from the point on the Eastern Bengal State Railway at which the Kidderpore Dock traffic is to be made over to or by the authorities

* Printed as Appendix J to Part II of the Administration report on Indian railways for 1887-88.

working the Dock, through Chitpore or Sealdah, or both, dropping or taking up through traffic from or to East Indian Railway stations at one or all of these stations, the East Indian Railway shall pay to the Eastern Bengal State Railway a sum of R1-8-0 per train-mile on the distance travelled over in either direction.

The distance for charge to be—

	Miles.
Naihati Junction to Sealdah through Chitpore	27
Naihati Junction to Kidderpore Dock Junction through Chitpore and Sealdah	35

But the number of trains thus run is to be limited to one up and one down. Two in all per *diem*.

(*d*) No local goods traffic of the Eastern Bengal State Railway shall be carried in the East Indian Railway trains, between stations on the Eastern Bengal State Railway. For the purposes of this and the next preceding sub-sections, Naihati shall be considered an Eastern Bengal State Railway station.

CLAUSE 5.

(*a*) *Payment for running powers of coaching trains.*—For every coaching or mixed train run by the East Indian Railway *viâ* Naihati Junction to or from the point on the Eastern Bengal State Railway at which the Kidderpore Dock traffic is to be made over to or by the authorities working the Dock, the East Indian Railway shall pay to the Eastern Bengal State Railway, a sum equal to 50 per cent. (fifty per cent.) of the coaching earnings from such trains at East Indian Railway rates due to the mileage of the Eastern Bengal State Railway passed over. No payment being made for empty running of coaching vehicles, but goods vehicles on mixed trains, whether loaded or empty, to be charged one anna per vehicle per mile with a maximum of annas twelve per train-mile.

(*b*) Such of the East Indian coaching and mixed trains as the East Indian Railway may desire to run, and the Eastern Bengal State Railway can arrange for, shall be run into the present Eastern Bengal State Railway station at Sealdah under such general arrangements as may be agreed upon when the necessity arises for the running of the trains.

(*c*) For every coaching or mixed train run under sub-section (*b*), by the East Indian Railway *viâ* Naihati Junction to Sealdah, the East Indian Railway shall pay to the Eastern Bengal State Railway a sum equal to 50 per cent. (fifty per cent.) of the coaching earnings of such trains at East Indian Railway rates due to the Eastern Bengal State Railway mileage passed over; *plus* 50 per cent. of the earnings due to the mileage passed over, from any and all local coaching traffic booked at any station on the length, Naihati to Sealdah, inclusive, at which coaching traffic may under mutual agreement be booked, such traffic being booked at Eastern Bengal State Railway rates. No payment being made for empty running of coaching vehicles, but goods vehicles on mixed trains, whether loaded or empty, to be charged one anna per vehicle per mile, with a maximum of Re. 1-8-0 per train-mile.

CLAUSE 6.

East Indian Railway vehicles hauled by Eastern Bengal State Railway.—In the event of the East Indian Railway having fewer wagons to proceed on from Sealdah to Kidderpore Dock Junction than justify the running of a train between those points, or *vice versâ*, the Eastern Bengal State Railway to haul such wagons on its trains under clause 7.

CLAUSE 7.

Payment for haulage of vehicles.—Should it at any time be necessary for vehicles of the one Railway engaged upon that Railway's service to be hauled on the trains of the other Railway, a payment shall be made to the hauling Railway of two annas per mile per vehicle.

But no demurrage shall be charged on wagons thus sent if the delay is due to want of train room.

CLAUSE 8.

Alternative route to Kidderpore Docks.—In the event of the *viâ* Sealdah route to the Kidderpore Docks being unopen or blocked from any cause, and the route *viâ*

Chitpore and the Port Commissioners' line being open, the latter route to be followed, the traffic being made over to the Port Commissioners at Chitpore Junction. The payment by the East Indian Railway for running powers to be as if the traffic had passed *viâ* Sealdah and the Kidderpore Dock Junction, the Eastern Bengal State Railway and the Port Commissioners sharing the same in mileage proportion in accordance with para. 6 of the East Indian Railway agreement with the Port Commissioners for terminal services to and from the Kidderpore Docks, dated February—March 1892.

CLAUSE 9.

(*a*) *Running powers payment to include all services.*—The payment, excluding any payment under clause 7, to be made by the East Indian Railway to the Eastern Bengal State Railway for running powers to and from Chitpore, Sealdah and Kidderpore Dock Junction, as laid down in clauses 4 and 5, shall be the total charge to be levied on such traffic for all services connected with its passage over the Eastern Bengal State Railway, or dealing therewith either at Chitpore, Sealdah or the Kidderpore Dock Junction, except in the matter of local goods traffic handled at Chitpore or Sealdah, when, in accordance with clauses 11 (*b*) and 12, payment is to be made for loading and unloading when done by the Eastern Bengal State Railway.

(*b*) *No extra or additional toll or charge of any kind to be imposed.*—No other charge whatsoever, either as a toll for right of way or on account of services rendered, shall be imposed by the Eastern Bengal State Railway on the East Indian Railway traffic, or be levied either from the East Indian Railway or the public, on account of the reception or despatch of the East Indian Railway through trains at or from Naihati Junction, their passage over any portion of the Eastern Bengal State Railway to or from Chitpore, Sealdah and the Kidderpore Dock Junction, or the dealing with East Indian Railway trains and traffic at Chitpore, Sealdah or the Kidderpore Dock Junction. This does not however, affect the sharing of joint expenses at Naihati Junction under the current agreement for interchange of traffic at that point.

(*c*) *Shunting charges.*—All shunting done for the East Indian Railway by the Eastern Bengal State Railway engines at Naihati in connection with trains hauled under running powers, is to be paid for by the East Indian Railway on the same terms as for shunting of interchanged traffic at Naihati. *See* clause 17 of the Agreement for the interchange of traffic *viâ* Naihati, dated 1st April 1887.

CLAUSE 10.

(*a*) *Terminal accommodation.*—As regards the terminal accommodation to be provided at Sealdah and Chitpore, the Eastern Bengal State Railway to provide such accommodation as may be necessary for the proper working of the trains and traffic. Any special accommodation necessitated solely for East Indian Railway purposes, to be provided by the Eastern Bengal State Railway on terms to be settled when the requirement arises.

(*b*) *Accommodation for engines at Sealdah.*—No special accommodation for engines can be allotted to the East Indian Railway at Sealdah, but the East Indian Railway engines running in and out of Sealdah with East Indian Railway trains shall, if required, have the use of the Locomotive shed, sidings, staff and other conveniences in the same manner as if the engines belonged to the Eastern Bengal State Railway. No charge shall be made for this accommodation, which shall be held to be included in the payment to be made in accordance with clauses 4 and 5. But the East Indian Railway shall pay for all stores, if any, supplied and repairs effected, and shall meet the cost of running room accommodation, if what is provided by the Eastern Bengal State Railway for its own purposes has to be increased, solely to meet East Indian Railway requirements.

(*c*) *Consulting Engineer to decide disputes as to additional works.*—The Consulting Engineer to the Government of India for Railways, Calcutta, to be accepted as arbitrator in the event of any dispute arising as between the two Railways in respect to whether any additional accommodation asked for is necessary for the proper working of the traffic generally or solely for East Indian Railway purposes.

CLAUSE 11.

(*a*) *Chitpore and viâ Chitpore traffic to be made over at Chitpore.*—In the case of traffic for Chitpore, or *viâ* Chitpore other than the Kidderpore Dock traffic when taken *viâ* Chitpore under clause 8, the East Indian Railway trains shall be hauled by the East Indian Railway to Chitpore, where the wagons, whether containing goods for the Port

Commissioners' lines or for Chitpore locally, shall be made over to the Eastern Bengal State Railway under Conference Regulation 7, when the Eastern Bengal State Railway shall become responsible to the East Indian Railway for all dues and penalties under the Conference Rules, including mileage, and demurrage.

(*b*) *Charges for handling at Chitpore.*—The Eastern Bengal State Railway shall deal with all local traffic at Chitpore conveyed to and from that station in East Indian Railway trains, the East Indian Railway to pay to the Eastern Bengal State Railway in respect of the loading and unloading of such goods at rates to be agreed on from time to time between the two administrations, such rates not being higher than those paid by the Eastern Bengal State Railway for similar services for itself at Chitpore.

(*c*) *Kidderpore Dock traffic to be made over to Port Commissioners at Kidderpore Dock Junction.*—In the case of traffic consigned to the Kidderpore Docks, the East Indian Railway trains shall be hauled by the East Indian Railway to the Kidderpore Dock Junction station, where they will be made over to the Dock authorities in accordance with the agreement between the East Indian Railway and the Calcutta Port Commissioners, dated February—March, 1892.

CLAUSE 12.

Sealdah goods traffic to be dealt with by Eastern Bengal State Railway as at Chitpore.—The terms and conditions regarding goods traffic to and from Sealdah (including Balliaghata) shall be similar to those as in regard to traffic to and from Chitpore.

CLAUSE 13.

Eastern Bengal State Railway to account for traffic in East Indian Railway trains to and from Chitpore and other Port Commissioners' stations.—The Eastern Bengal State Railway shall account to the East Indian Railway for all freight due on goods carried in East Indian Railway trains to and from Chitpore locally, as well as on goods to and from the Port Commissioners' stations beyond Chitpore, and to and from Sealdah and Balliaghata.

CLAUSE 14.

(*a*) *Responsible for accidents.*—The East Indian Railway shall be responsible for all accidents to their own trains while on the Eastern Bengal State Railway. The Eastern Bengal State Railway shall be similarly responsible for accidents to their trains.

(*b*) *Obstruction of line.*—In the event of the Eastern Bengal State Railway line or stations being obstructed by a disabled East Indian Railway train, from whatever cause arising, it shall be the duty of the Eastern Bengal State Railway staff to clear the line.

(*c*) *Expenses in connection with removal of disabled East Indian Railway train.*—The expense incurred, so far as it relates to the removal of the East Indian Railway train, shall be recouped by that Railway, but all other expenses in connection with the clearance and restoration of the line shall be debited to the Eastern Bengal State Railway.

CLAUSE 15.

One engine with a brake-van, and one or more vehicles not being officers' reserved carriages, shall constitute a train.

Light engines, and light engines with brakes.—Every train with two engines in steam shall be counted as two trains. A light engine, or light engine and brake only, run for the purpose of working the East Indian Railway trains for which running powers are conceded, shall not be reckoned as a train, but shall be passed in either direction free.

CLAUSE 16.

Equipment of trains.—The East Indian Railway shall provide lamps and all other stores necessary for the equipment of its own trains running over the Eastern Bengal State Railway, and shall also provide its own Carriage Examiners and Greasers, and pay for the cost of cleaning vehicles, and of oil and staff for lighting trains.

CLAUSE 17.

(*a*) *Working of trains.*—All trains shall travel over the Eastern Bengal State Railway in accordance with the rules in force on the Eastern Bengal State Railway for the passage of trains, and shall be generally controlled, when running over the Eastern Bengal State Railway line by the staff of the Eastern Bengal State Railway, to whom, when on

the Eastern Bengal State Railway, the train staff of the East Indian Railway shall be subordinate.

(*b*) *Subordination of East Indian Railway train staff.*—In all respects the servants of the East Indian Railway working these trains shall be subject to all the rules and regulations of the Eastern Bengal State Railway, in force over these portions of the line for the time being.

(*c*) *Enforcement of discipline.*—In cases of any breach of rules and regulations by servants of the East Indian Railway, the same shall be dealt with by the Traffic Managers of the two Railways, and in case of dispute as to the interpretation of the rules and regulations of the Eastern Bengal State Railway, the matter shall be referred to the Manager of the Eastern Bengal State Railway, whose decision shall be final.

(*d*) *Speed and timing of train.*—The speed of trains and times of departure and arrival shall be determined by the Eastern Bengal State Railway from time to time.

CLAUSE 18.

Storage of East Indian Railway spare coaching stock at Sealdah.—The East Indian Railway shall, in the event of coaching trains being run, be entitled to store on the premises of the Eastern Bengal State Railway at Sealdah a sufficient number of spare coaching vehicles to provide for the exigencies of the traffic arising at the station, but shall not use the station as a depôt for surplus stock.

CLAUSE 19.

Free passes.—Either Railway may issue free passes between Naihati Junction and Sealdah, and send free its own officers' reserved carriages by the trains of either Railway,—subject to such restrictions as the traffic of either Railway may require and as may be mutually arranged.

CLAUSE 20.

Settlement of accounts.—All settlement of accounts under this agreement shall be made monthly.

CLAUSE 21.

Arbitration.—In case of any difference of opinion between the two Railways as to the construction of any part of this Agreement, or as to its application to any particular case, either Railway shall be entitled to call for an arbitration to be conducted in the usual way, each Railway nominating its own arbitrator, and should the arbitrators so appointed fail to agree, they, that is, the arbitrators, shall nominate an umpire. The decision of the arbitrators or their umpire shall be final and binding upon both Railways, in regard to the matter, or matters, which may be referred to them or him. But, if either of the two Railways shall fail to nominate an arbitrator within eight weeks after notice to call for an arbitration has been given to it by the other Railway, such other Railway may nominate its own arbitrator, and, in such case, the decision of the one arbitrator, so appointed, shall be binding upon both Railways.

CLAUSE 22.

Confirmation of agreement.—This agreement to be subject to the confirmation* of the Government of India and the Board of Directors of the East Indian Railway.

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* Confirmed by the Government of India in their letter No. 623 R. T., dated the 3rd November 1894, to the Consulting Engineer to the Government of India for Railways, Calcutta, and by the Board of Directors of the East Indian Railway in letter No. 108, dated the 24th August 1894, to their Agent in India.

APPENDIX O.

Agreement* between the BENGAL-NAGPUR and the EAST INDIAN RAILWAY COMPANIES regarding the division of the downwards local traffic from KANTI which came into force from the 1st November 1894.

THIS agreement shall apply to the goods traffic offering at Katni for despatch to Calcutta (including Howrah and other stations serving Calcutta) and in the direction thereof, below Sitarampur on the East Indian Railway.

2. The downward traffic for stations Asansol to Howrah inclusive shall be equally divided between the two Railways. If either Railway secures more than half of the total receipts between Katni and Asansol, the excess over one-half shall be made over to the other Railway less the percentage of working expenses which obtained on the carrying line for the half-year.

3. Rates by the two routes shall be equal and proportions as at present. For the purpose of acting on the provision of para. 2, the rate between Katni and Asansol by the East Indian Railway route shall be held to be the same as the Bengal-Nagpur Railway proportion when carried by the latter Railway's route.

4. Either Railway may withdraw from this agreement on giving six months' previous notice in writing.

† Made in connection with the above agreement.

Memorandum of an arrangement† for division with the Bengal-Nagpur Railway of local traffic booked at Katni downwards *to stations Asansol to Howrah inclusive on the East Indian Railway.*

1. It has been arranged that, on and from 1st November 1894, all *downwards* local goods traffic of every description from Katni for stations Asansol to Howrah inclusive on the East Indian Railway, shall be equally divided between the East Indian Railway and the Bengal-Nagpur Railway.

2. To carry out this arrangement the Station Master, Katni, shall despatch one-half the total weight of goods traffic by the East Indian Railway in East Indian Railway wagons, and one-half the total weight by the Bengal-Nagpur route in wagons belonging to that line; complete consignments being kept together and forwarded by one of the two routes, the sender's request as to route being carried out only when expressly stated in writing on the Goods Forwarding Note.

3. As there will be no competition on the part of either Railway as to the route to be followed, this arrangement as to an equal division must be rigorously carried out by the staff at Katni.

4. The Station Master, Katni, will prepare and forward to the District Traffic Superintendent, Allahabad, and to the District Traffic Superintendent, Bengal-Nagpur Railway, Umaria, respectively, every Sunday a weekly statement—made up to Saturday night previous—showing the total weight of downwards goods of every description booked daily for stations Asansol to Howrah inclusive by each route; and in a foot-note the balance of traffic in excess of one-half which has to be adjusted in favour of the other route the following week.

5. The Railway that has forwarded an excess quantity during any week over and above the proportion of one-half of the total as agreed upon, must consign by the other route, during the following week, the difference necessary to adjust the balance due to the other route for the previous week or weeks as well as half the total traffic offering during that week.

If during any following week there is not sufficient traffic offered to effect the adjustment that may be necessary, then the adjustment is to be allowed to stand over until the following week or subseqnent weeks under arrangement between the District Officers, Allahabad and Umaria.

6. Any balance of traffic sent either by the East Indian Railway or by the Bengal-Nagpur Railway route in any week in order to bring up the weight by the other route

* Approved in Government of India letter No. 194 R.T., dated the 9th May 1895.

to the agreed proportion, is not to be included in the total for adjustment during that week in the statement sent by the Station Master, Katni, to the District Officers at Allahabad and Umaria, but must be shewn separately, otherwise the District Officers would be misled as to the true balance to be adjusted for any particular week.

7. Traffic consigned by either Railway from Katni to adjust the balance due to the other route shall be loaded in wagons belonging to the line over which it is to be sent.

8. Traffic booked by the Bengal-Nagpur route will continue to be invoiced and recorded in the Bengal-Nagpur Railway forms and books as heretofore.

9. In respect of handling such traffic, the rates paid by the Bengal-Nagpur Railway shall be the same as those allowed to the Contractors by the East Indian Railway.

10. The books of either Company recording the traffic forwarded in terms of the above arrangement shall be open to the inspection of both Companies.

APPENDIX P.

Memorandum of Agreement made between the ROHILKUND AND KUMAON RAILWAY (hereinafter called the R. and K. Railway) and the POWAYAN STEAM TRAMWAY COMPANY, Limited (hereinafter called the P. S. Tramway) for the interchange of goods traffic at MAILANI STATION on the Lucknow-Bareilly Railway and for the working of such traffic; also for the entry by the P. S. Tramway on a portion of the said station yard for the propose of laying sidings and using the same, and for the use in common by both lines of certain additional works to be made now and hereafter from time to time for the interchange of such traffic as well as for the maintenance and renewal thereof.

CLAUSE 1.

Term of Agreement.

This Agreement shall come into force from the 1st January 1895, and shall continue until the expiration of not less than six months' notice which may be given by either Railway at any time, but which is to expire only on the 30th of June or the 31st December in any year.

CLAUSE 2.

Definition of terms.

Unless there is something contrary or repugnant in the context, the following terms are throughout this Agreement to bear the meaning and interpretation named below, namely:—

I. Through goods traffic means all goods traffic invoiced *vid* Mailani Junction in accordance with the terms of this Agreement through from any station on the R. and K. Railway to any station on the P. S. Tramway and *vice versâ*.

II. The Transhipment Staff means staff of all kinds employed in transhipping goods.

III. Running Staff means and includes Drivers, Firemen, Guards, Brakesmen and all other staff that may be employed from time to time in the actual working of trains.

IV. The Joint Station Expenses mean all the expenses which the R. and K. Railway may incur in transhipping goods including the cost of stationery used in records of transhipment, lighting the transhipment platform, the costs of cleaning and conservancy and also interest on the capital cost of the joint transhipment works and plant.

V. The maund is considered for the purposes of this Agreement as consisting of 82·29 pounds divided into 40 seers, and the ton as consisting of twenty-seven maunds.

CLAUSE 3.

* Not printed.

I. The P. S. Tramway shall have the right of entry on the portion of the L. B. Railway premises at Mailani colored red in the accompanying plan* for the purposes of laying the tramway sidings shewn thereon. The land shall remain the property of the L. B. Railway, and shall be vacated by the Tramway without claim for compensation on the termination of this contract.

Joint Station construction, maintenance, rent, provision of Permanent-Way, etc.

II. The R. and K. Railway shall provide the amount which is required to be expended in the construction of a transhipment platform for joint use of both lines, as also for working plant and all new works and additions and alterations as may have hereafter to be provided for joint use within the R. and K. Railway premises.

The said platform and such new works, additions and alterations shall be executed by the R. and K. Railway upon plans and estimates which shall be agreed to by both the Railway and Tramway before the work is commenced.

Such buildings and conveniences shall be under the absolute control of the R. and K. Railway, but each line to have equal use of the same for traffic purposes.

III. An annual charge for rent and maintenance at the rate of six and a half per cent. shall be charged by the R. and K. Railway to the Joint Station Expenses account upon the expenditure incurred for works and plant referred to in paragraph II.

IV. Each Railway shall provide, construct and maintain, at its own cost, its own permanent way, station machinery and signals.

CLAUSE 4.

Upon termination of this Agreement the amount of compensation payable to the R. and K. Railway for capital expenditure incurred shall be determined by mutual agreement or, if necessary, by arbitration as provided for herein.

CLAUSE 5.

Joint Station staff.

I. The staff employed for transhipping goods shall be appointed and controlled by the R. and K. Railway and charged to Joint Station Expenses account.

II. The whole of the staff of the P. S. Tramway, while within the limits of the Joint Station premises and sidings used for traffic purposes, shall obey and be bound by all the rules and regulations, and also all instructions which may be from time to time in force, or which may be issued by the authorities of the R. and K. Railway, who shall have the same rights and control ever the staff of the P. S. Tramway while within the limits of the Joint Station as if they were the staff of the R. and K. Railway itself.

CLAUSE 6.

Accidents.

I. All damages or accidents which may be caused by the Transhipping Staff to the public, to the stock of the two Railways, and all losses, however they may arise, which either the Railway or Tramway may sustain or be put to in consequence of the acts of the said staff within the limits of the Joint Station premises, shall be charged to Joint Station Expenses account.

II. Each Railway shall be responsible for damages or accident caused by any of its own Running Staff within the limits of the Joint Station.

III. Notice of all accidents, damages, losses, etc., which may occur within the limits of the Joint Station premises, shall be sent, in accordance with the rules in force for reporting accidents on the R. and K. Railway, from time to time, to the officers of both Railways immediately such accidents, losses, etc., occur.

CLAUSE 7.

Through booking of traffic.

Through booking of goods only is to be arranged for and to begin with this will be done between Shahjehanpur Station only on the P. S. Tramway and stations on the R. and K. Railway. The account forms, invoices, etc., used in through booking shall be on State Railway forms.

CLAUSE 8.

Through rate and fares.

I. Each Railway shall supply the other, from time to time, with the rate and fares for through traffic between the Joint Station at Mailani and their respective stations to which through booking is in force. To commence with the following through rates shall be introduced on the P. S. Tramway:—

Through rates between Mailani and Shahjehanpur (distance 40 miles)—

1st	class goods	@	7/16	pie	per md. = ₹9-1-10	per 100 mds.
2nd	,, ,,	@	1/2	,,	,, ,, = ₹10-6-8	,, ,, ,,
3rd	,, ,,	@	9/16	,,	,, ,, = ₹11-11-6	,, ,, ,,

II. No alteration of rates and fares, or classification affecting the through traffic, shall be made by either Railway without one clear month's previous notice to the other, and such notice shall be given so as to come into force only on the 1st of a month.

CLAUSE 9.

Collection of through and local charges.

I. Each Railway shall be responsible for collecting and paying over to the other all the charges which may be payable to it on through traffic.

II. The receiving station shall check the invoices and be responsible for collecting any amounts that may be undercharged whether booked "Paid" or "To pay," except in the case of goods, which, according to the rules of the forwarding Railway, have to be prepaid, when the charges must be collected in full by the sending Railway.

III. The receiving station shall not reduce the weight of articles or the charges below what is mentioned in the invoice or way-bill, without the consent of the forwarding Railway, except in the case of charges the evident result of errors in classification or computation of freight.

CLAUSE 10.

Claims.

I. Claims for compensation not arising from any act or negligence of the Transhipment Staff shall be settled and paid by the Railway, in whose custody the loss or damage occurred.

II. All damages or deficiencies in goods traffic shall be brought to the notice of the authorities of the Railway and Tramway as soon as they are discovered in such manner as may be agreed upon by the Traffic Superintendent of the R. and K. Railway, and Manager, P. S. Tramway.

CLAUSE 11.

Division of receipts.

I. The division of receipts on through traffic shall be carried out weekly by the Audit Offices of the two lines without reference to the end of a month, except that separate returns will be required for any odd days in a week which may complete the months of June and December in each year, and the receipts for through traffic will be divided accordingly up to the end of those months respectively.

II. The weekly accounts shall be made up to, and shall include, the Saturday in each week, and settlements shall be made monthly on accounts which shall be closed on the last Saturday of each month except as provided for in para. I. of this clause. All accounts shall be accepted as rendered, and errors which may afterwards be brought to notice shall be adjusted without delay in subsequent accounts by the Railway or Tramway responsible.

CLAUSE 12.

Division of Joint Station Expenses.

The Joint Station Expenses account shall be divided equally between the R. and K. Railway and P. S. Tramway.

CLAUSE 13.

I. The R. and K. Railway and P. S. Tramway shall each appoint a properly authorized Agent to hand over and receive invoices of goods at the transhipment platform. Consignments must be handed over complete and accompanied with an invoice, otherwise they need not be taken over.

II. Unless damage, deficiency or loss is detected and noted at the time the consignment is handed over, the line to which the goods may have been delivered shall be responsible for all claims arising from such damage, deficiency or loss.

III. When the damage, deficiency or loss occurs at the transhipment platform through the acts or negligence of the joint staff, the amount of the claim shall be debited to Joint Station Expenses.

IV. Twenty-four hours shall be allowed for the transhipping of goods from the wagons of one line to those of the other, and when returned loaded twelve hours additional shall be allowed.

V. In the event of wagons of either line being detained under load for want of wagons of the other line, demurrage shall be payable at the rate of nine pies per ton of carrying capacity per hour for periods in excess of the period allowed under the last paragraph.

VI. Madras time shall be adopted in all cases. Sunday shall be treated as a holiday, and with this exception there shall be no *dies non*.

CLAUSE 14.

Arbitration.

In case of any difference of opinion between the two Railways as to the construction of any part of this Agreement, or as to its application to any particular case, either Railway shall be entitled to call for an arbitration to be conducted in the usual way, each Railway nominating its own arbitrator, and should the arbitrators so appointed fail to agree, they, that is the arbitrators, shall nominate an umpire. The decision of the arbitrators or their umpire shall be final and binding upon both Railways in regard to the matter or matters, which may be referred to them or him. But if either of the two Railways shall fail to nominate an arbitrator within eight weeks after notice to call for an arbitrator has been given to it by the other Railway, such other Railway may nominate its own arbitrator, and, in such case, the decision of the one arbitrator so appointed shall be binding and conclusive upon both Railways.

APPENDIX Q.

Note on the regulation of interchange of traffic at Godhra and Rutlam between the Bombay, Baroda and Central India, the Godhra-Rutlam and Rajputana-Malwa Railways, dated the 29th January 1895.

I. The arrangement recorded in this Note shall have effect from the 22nd October 1894, subject to revision from time to time, and shall cease on any alteration of the terms on which the Godhra-Rutlam Railway is worked as part of the Undertaking by the Bombay, Baroda and Central India Railway.

Duration of Agreement.

II. In all that relates to interchange of traffic with foreign lines and with the Bombay, Baroda and Central India Railway, the Godhra-Rutlam Railway will be held to be part of the Undertaking.

Application of Agreement.

III. Owing to break of gauge the through-booking of Goods traffic will be restricted as follows :—

Extent of booking.

(*a*) Packages, the maximum weight and dimensions of which exceed those given below, shall not be booked through between the Bombay, Baroda and Central India Railway or Godhra-Rutlam Railway, and Rajputana-Malwa Railway, except by special arrangement :—

Maximum weight and dimensions in booking between the Bombay, Baroda and Central India Railway, or Godhra-Rutlam Railway and Rajputana-Malwa Railway.

Maximum dimensions of the articles only.				Maximum weight of articles.		Maximum dimensions of any single package that can be loaded in covered wagons.		
Maximum height at centre.	Maximum height at sides.	Maximum width.	maximum length.	Maximum weight of single articles.	Maximum weight of two or more articles loaded on bolster trucks.	Length.	Breadth.	Height.
Ft. in.	Ft. in.	Ft. in.	Ft. in.	Tons.	Tons.	Ft. in.	Ft. in.	Ft. in.
8 5	6 11	8 6	24 0 if loaded in one truck, and 34 feet if loaded in two trucks.	10	11½ for each pair of trucks.	6 0	5 0	4 9

Maximum weight and dimensions in booking between the Bombay, Baroda and Central India Railway and Godhra-Rutlam Railway.

(*b*) Packages exceeding the following weight and dimensions shall not be booked to or from stations on the Godhra-Rutlam Railway :—

Maximum dimensions of the articles only.				Maximum weight of articles.		Maximum dimensions of any single package that can be loaded in covered wagons.		
Maximum height at centre.	Maximum height at sides.	Maximum width.	Maximum length.	Maximum weight of single articles.	Maximum weight of two or more articles loaded on bolster trucks.	Length.	Breadth.	Height.
Ft. in.	Ft. in.	Ft. in.	Ft. in.	Tons.	Tons.	Ft. in.	Ft. in.	Ft. in.
9 3	7 3	10 6	24 0 if loaded in one truck, and 34 feet if loaded in two trucks.	15	22	8 6	5 0	6 6

IV. The three Railways will be considered as one for the purpose of rates and fares

Rates and fares.

i.e., rates and fares shall be quoted from any one station on the Bombay, Baroda and Central India Railway to any station on the Rajputana-Malwa Railway and Godhra-Rutlam Railway, and *vice versâ*. These rates and fares shall include terminals, cartage charges, etc., if any.

V.(*a*) The receipts from all through Coaching traffic are to be divided between the

Division of Coaching receipts.

Bombay, Baroda and Central India Railway, the Rajputana-Malwa Railway and the Godhra-Rutlam Railway in mileage proportion, but the Rajputana-Malwa and the Godhra-Rutlam Railways' shares are in no case to be less than the minimum fares sanctioned by Government for the Rajputana-Malwa Railway.

(*b*) The receipts from all through Goods traffic are also to be divided between the

Division of Goods receipts.

Bombay, Baroda and Central India Railway, the Rajputana-Malwa Railway and the Godhra-Rutlam Railway in mileage proportion, but a deduction of 6 pies per maund is to be made and equally divided between the forwarding and receiving railways before the through rate is divided on mileage; provided always that the Rajputana-Malwa Railway's and the Godhra-Rutlam Railway's share shall in no case be less than the minimum Goods rate prescribed by Government for the Rajputana-Malwa Railway.

(*c*) The extra charge of 2 pies per maund on account of the Carnac Bridge toll is to be considered as part of the through Goods receipts divisible in the manner laid down in clause (*b*).

VI. Each Railway shall be responsible for collecting all charges on the inwards

Responsibility for charge.

and outwards traffic, in accordance with the orders laid down in the Book of Traffic Audit Instructions.

Division of receipts.

VII. In the Audit Office a record shall be maintained of the division of earnings between the three lines in the same manner as for traffic between foreign lines.

VIII. (*a*) Through traffic shall be understood in all cases to mean Coaching or

Definition of "through" and "local" traffic.

Merchandise traffic, which may be booked or invoiced through from any station on the Bombay, Baroda and Central India Railway or any line beyond, to any station on the Godhra-Rutlam and Rajputana-Malwa Railways or any line beyond, or *vice versâ*.

(*b*) Traffic booked or invoiced to or from Godhra or Rutlam is to be considered, for the purposes of this Agreement, local traffic of the line by which it arrives at or leaves Godhra or Rutlam, that is, it will be Bombay, Baroda and Central India Railway local traffic if booked from or to Godhra to or from the Bombay, Baroda and Central India Railway; and Godhra-Rutlam Railway local traffic if booked from or to Godhra or Rutlam to or from the Godhra-Rutlam Railway; and Rajputana-Malwa Railway local traffic if booked from or to Rutlam to or from the Rajputana-Malwa Railway.

IX. The Godhra-Rutlam Railway, being a broad-gauge line its working will be con-

Working arrangements.

trolled by the officials of the Bombay, Baroda and Central India Railway; the Rutlam station will, however, continue to be worked by the metre gauge.

The Station Master at Rutlam shall carry out the orders of the Traffic Managers of the two Railways regarding the special work of each line as affecting the junction station and shall render all working and audit returns required by each Railway from its own station masters.

X. The Bombay, Baroda and Central India Railway shall appoint and control the

Joint staff at Godhra and Rutlam.

staff required to deal with the through and local Coaching and Goods traffic of the two lines at Godhra station, and the Rajputana-Malwa Railway shall provide all staff, labour, and appliances necessary for the booking of local and through traffic and for the transfer of through goods and coaching traffic at Rutlam. This working will include the formation and receipt and despatch of trains at Godhra and of both broad and metre gauge trains at Rutlam.

Record of through traffic at Rutlam.

XI. At Rutlam a record shall be kept of all through traffic transhipped from broad to metre gauge and *vice versâ*.

Control over vehicles in Godhra and Rutlam station limits.

XII. The Bombay, Baroda and Central India Railway shall have control over all movements of vehicles within the Godhra yard, and the Rajputana-Malwa Railway within the Rutlam station yard.

The Distant signals on either side of the Godhra and Rutlam stations shall be considered and accepted as the limits of the joint stations.

Rolling-stock.

XIII. The Bombay, Baroda and Central India Railway shall supply the rolling-stock required for the purposes of the Godhra-Rutlam Railway, and shall keep the same in good repair and in good working condition.

The hire of such rolling-stock and the proportional cost of repairs shall be in accordance with the terms laid down in clause 4 of the Contract, dated 5th October 1893, between the Secretary of State in Council of India and the Bombay, Baroda and Central India Railway.

Division of working expenses and responsibility for damages, accidents, etc., at Godhra Junction.

XIV. All the working expenses of the Godhra Junction station, the cost of all damages or accidents, which may be caused by the Godhra Junction station staff to the public or to the traffic, whether goods or otherwise, and whether through or local, or which may from time to time arise or occur within the limits of the Godhra Junction station, and all damages, or losses, or claims which either of the Railways may sustain or be put to, in consequence of the acts of the junction station staff whether arising from carelessness or otherwise within the limits of the junction station, shall be divided equally between the Bombay, Baroda and Central India Railway and the Godhra-Rutlam Railway; and rent including maintenance and renewal for works within the Godhra Junction yard, at the rate of 4½ per cent. per annum for such land as has been paid for by the Bombay, Baroda and Central India Railway, 6½ per cent. per annum for structures and 9 per cent. per annum for ballast and permanent way, shall also be divided equally between the Bombay, Baroda and Central India and Godhra-Rutlam Railways.

Division of working expenses at Rutlam Junction.

XV. In such separate revenue account of the Godhra-Rutlam Railway as may be maintained for administrative purposes, the Godhra-Rutlam Railway will be debited with half of the total expenditure which may be incurred in working the Rutlam station.

Confirmation.

XVI. The foregoing clauses are subject to confirmation* by Government and the Board of Directors of the Bombay, Baroda and Central India Railway.

* Confirmed in Government of India letter, No. 337 R. T., dated the 8th July 1895, to the Government of Bombay, and in letter No. 376, dated the 22nd March 1895, from the Board of Directors of the Bombay, Baroda and Central India Railway, to their Agent in India.

APPENDIX R.

Modification * of clause 32 (18) of the WORKING AGREEMENT† between the EAST INDIAN and the SIND, PUNJAB AND DELHI RAILWAYS, relating to the GHAZIABAD JUNCTION STATION, which came into force from the 1st September 1879.

"For joint structures (including earthwork), machinery and plant (including furniture), the charge shall ‡ be at the rate of 6½ *per cent. per annum*, and for ballast, rails, sleepers, rail or sleeper fastenings or fittings, points and crossings, the charge shall be at the rate of 9 *per cent. per annum*—the charges to cover both interest and maintenance in each case."

‡ With effect from the 1st January 1895.

* Approved in Government of India letter No. 388 R. T., dated the 26th July 1895

† Printed as Appendix H to the Administration report on Indian railways for 1881-82.

APPENDIX S.

Revised Clause 7 * of the AGREEMENT† between the BHÁVNAGAR-GONDAL and THE BOMBAY, BARODA AND CENTRAL INDIA RAILWAYS for working the WADHWAN JUNCTION STATION, which came into force from the 1st January 1882.

7. All work of additions and alterations within the limits of the Railway Company's station at Wadhwan junction is to be done upon plans and estimates agreed upon, from time to time, before the work is commenced, and under the general control of the Engineer of the Railway Company. All maintenance within the limits of the station is also to be done under the general control of the Railway Company's Engineers, except in the case of Bhogava Bridge the maintenance of which will be in the charge of the Engineering Department of the Bhávnagar-Gondal-Junagarh-Porbandar Railway.

* Approved in Government of India, letter No, 71 R. T., dated the 19th February 1895.

† Printed as Appendix O to the Administration report on Indian railways for 1881-82.

APPENDIX T.

Modification* of Clause 25 of the AGREEMENT† between the GREAT INDIAN PENINSULA and the SOUTHERN MAHRATTA RAILWAY COMPANIES for the joint working of the HOTGI STATION, dated the 1st December 1883.

In the second line of clause 25 for the words "*one-eighth*" read "one *one-fifth*, and in the fifth line, for the words "*seven-eighths* read "*four-fifths*.

* Sanctioned in Government of India letter No. 28 R. T., dated the 17th January 1895.
† Printed as Appendix Q to Part II of the Administration report on Indian railways for 1882-83.

APPENDIX U.

Modification* of clause 17 (I) of the AGREEMENT† between the SOUTHERN MAHRATTA and the GREAT INDIAN PENINSULA RAILWAY COMPANIES for the joint working of the POONA STATION, dated the 11th January 1889.

In the third line of clause 17 (I), for the words "*one-fifth*" read *one-fourth*, and in the fifth line for the words "*four-fifths*" read *three-fourths*.

* Sanctioned in Government of India letter No. 28 R. T., dated the 17th January 1895.

† Printed as Appendix G to Part II of the Administration report on Indian railways for 1888-89.

APPENDIX V.

Revised paragraph IV of clause 3* of the AGREEMENT† between the EAST INDIAN RAILWAY COMPANY and the INDIAN MIDLAND RAILWAY COMPANY for joint working of the AGRA EAST BANK STATION of the East Indian Railway which came into force from the 1st March 1889.

PARAGRAPH IV OF CLAUSE 3.

"Any expenditure on minor works which may be required for joint use of the two railways and upon minor additions and alterations of existing premises, which is chargeable to Revenue under the rules in force on the East Indian Railway and which may have been jointly agreed upon by the joint users of the junction station, shall be debited to joint station expenses. No interest will be charged, but a separate schedule of such works is to be kept for the purposes of clause 4.

"These works shall be maintained by the East Indian Railway, and that Railway shall in addition to the actual cost of the works debited as incurred to joint station expenses, debit half-yearly to 'joint station expenses' 5 per cent. per annum on the cost of permanent-way, points and crossings and ballast, and 2½ per cent. per annum on the cost of all other such works on account of such maintenance."

"Provided always that no maintenance shall be charged until each such work is completed."

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* Approved in Government of India letters Nos. 351 R. T. and 493 R. T., dated, respectively, the 20th July and 10th September 1894.

† Printed as Appendix N to Part II of the Administration report on Indian railways for 1891-92.

APPENDIX W.

Revised paragraph IV of clause 3* of the AGREEMENT† between the EAST INDIAN RAILWAY, the OUDH AND ROHILKHAND and INDIAN MIDLAND RAILWAYS for joint working of the CAWNPORE STATION of the East Indian Railway which came into force from the 1st July 1890.

PARAGRAPH IV OF CLAUSE 3.

"Any expenditure on minor works which may be required for joint use of the three railways and upon minor additions and alterations of existing premises, which is chargeable to Revenue under the rules in force on the East Indian Railway and which may have been jointly agreed upon by the joint users of the junction station, shall be debited to joint station expenses. No interest will be charged, but a separate schedule of such work is to be kept for the purposes of clause 4.

"These works shall be maintained by the East Indian Railway, and that Railway shall, in addition to the actual cost of the works debited as incurred to joint station expenses, debit half-yearly to 'joint station expenses' 5 per cent. per annum on the cost of permanent-way, points and crossings and ballast, and 2½ per cent. per annum on the cost of all other such works on account of such maintenance."

"Provided always that no maintenance shall be charged until each such work is completed."

* Approved in Government of India letter No. 351 R.T., dated the 20th July 1894.
† Printed as Appendix Q to Part II of the Administration report on Indian railways for 1892-93.

APPENDIX X.

Revised paragraph IV of clause 3* of the AGREEMENT† between the EAST INDIAN RAILWAY COMPANY and the INDIAN MIDLAND RAILWAY COMPANY for joint working of the MANIKPUR STATION of the East Indian Railway which came into force from the 1st July 1890.

PARAGRAPH IV OF CLAUSE 3.

"Any expenditure on minor works which may be required for joint use of the two railways and upon minor additions and alterations of existing premises, which is chargeable to Revenue under the rules in force on the East Indian Railway and which may have been jointly agreed upon by the joint users of the junction station, shall be debited to joint station expenses. No interest will be charged, but a separate schedule of such works is to be kept for the purposes of clause 4.

These works shall be maintained by the East Indian Railway, and that Railway shall, in addition to the actual cost of the works debited as incurred to joint station expenses, debit half-yearly to 'joint station expenses' 5 per cent. per annum on the cost of permanent-way, points and crossings and ballast, and 2½ per cent. per annum on the cost of all other such works on account of such maintenance."

"Provided always that no maintenance shall be charged until each such work is completed."

* Approved in Government of India letters Nos. 351 R.T. and 493 R.T., dated respectively, the 20th July and 10th September 1894.

† Printed as Appendix O to Part II of the Administration report on Indian railways for 1891-92.

APPENDIX Y.

Revised paragraph IV of clause 3* of the AGREEMENT† between the EAST INDIAN RAILWAY COMPANY and the BENGAL-NAGPUR RAILWAY COMPANY for joint working of the ASANSOL STATION of the East Indian Railway.

PARAGRAPH IV OF CLAUSE 3.

"Any expenditure on minor works which may be required for joint use of both railways and upon minor additions and alterations of existing premises which is chargeable to Revenue under the rules in force on the East Indian Railway and which may have been jointly agreed upon by the joint users of the junction station shall be debited to joint station expenses. No interest will be charged, but a separate schedule of such works is to be kept for the purposes of clause 4. These works shall be maintained by the East Indian Railway and that Railway shall, in addition to the actual cost of the works debited as incurred to joint station expenses, debit half-yearly to 'joint station expenses' 5 per cent. on the cost of permanent-way, points and crossings and ballast, and 2½ per cent. per annum on the cost of all other such works on account of such maintenance."

"Provided always that no maintenance shall be charged until each such work is completed."

* Approved in Government of India letters Nos. 486 R.T. and 634 R.T., dated, respectively, the 7th September and 6th November 1894.

† Printed as Appendix R to Part II of the Administration report on Indian railways for 1891-92.

APPENDIX Z.

Agreement* between the SOUTH INDIAN and the PONDICHERRY RAILWAY COMPANIES for working the PONDICHERRY RAILWAY, dated the 30th December 1890.

Under the authority of Her Majesty's Secretary of State for India, the above agreement has been renewed subject to its termination on the 31st December in any year by six months' notice on either side.

* Printed as Appendix Q to Part II of the Administration report on Indian railways for 1890-91.

APPENDIX AA.

Revised clause XII (4)* of the AGREEMENT† which came into force on the 1st March 1891 between the NORTH WESTERN RAILWAY and the EAST INDIAN RAILWAY COMPANY (as the working agency of the Delhi-Umballa-Kalka Railway) for working the UMBALLA JUNCTION STATION and for the interchange of traffic at Umballa.

CLAUSE XII.—"4. The said joint staff shall be on the basis of Schedule A hereto annexed, which may be modified from time to time by mutual agreement. Within this schedule the Manager, North Western Railway, shall have full powers to arrange or modify the number of persons employed and their rate of pay, provided that no permanent increase is made to the salary of the station master or the salaries and numbers of the assistant station masters without the concurrence of the Agent, East Indian Railway. But in the event of stress of traffic necessitating immediate increase to the staff, the Manager of the North Western Railway may make temporary arrangements, subject to the subsequent approval of the Agent of the East Indian Railway."

Salaries of joint staff.

SCHEDULE A.

Revised schedule of staff for the working of the Umballa junction station.

Particulars.	As per existing schedule.		As now proposed.		Explanations and remarks.
	No.	Amount.	No.	Amount.	
		R		R	
Station master	1	350	1	300	The assistant station masters are at present much underpaid. The importance and amount of work demand a substantial improvement in the status of the supervising staff.
Assistant station masters	3	400	3	500	
Ticket collectors	6	450	12	400	Twelve ticket collectors are actually employed.
Station master's clerk	1	25	1	25	
Yard foremen	2	100	2	120	Increased pay provided to secure greater efficiency.
Booking clerk	1	60	1	60	
Assistant booking clerk	3	80	4	120	Absolutely necessary to cope with increased work.
Parcel and luggage clerk	1	60	1	60	
Assistant ditto	2	40	6	150	Absolutely necessary to cope with increased work generally and heavy fruit traffic to the East Indian Railway mail.
Goods clerk	1	60	1	60	
Assistant do.	6	150	6	160	Actual requirements provided for.
Trains clerks	4	100	4	110	Ditto ditto.
Number-takers	4	80	4	80	
Goods marker	1	*15	1	15	
Head signaller	1	60	1	70	
Signallers	11	290	13	290	Ditto ditto.
Tranship clerks	3	80	4	90	Ditto ditto.
Shunting jemadars	4	50	4	40	Ditto ditto.
Points do.	6	40	6	48	Ditto ditto.
Pointsmen	...	280	26	166	Reduced provision considered sufficient.
Signalmen	4	28	4	28	
Station menials	...	50	9	45	
Traffic peons	4	21	4	21	
Porters	...	100	40	200	Partly to meet actuals, and more required to cope with increasing work.
Ayah	1	6	1	6	
Bearer	1	6	1	6	
Gatemen	6	30	8	40	Actual requirements provided for.
Telegraph peons	4	24	4	24	
Lampmen	8	60	8	52	Ditto ditto.
Goods coolies	...	500	55	400	Reduced provision considered sufficient.
Punkha coolies	...	16	7	35	Actual requirements provided for.
Conservancy charges	...	50	...	40	
Government Telegraph maintenance	...	61	...	60	
Relieving staff	...	60	...	150	Actual requirements provided for.
Police charges	...	160	...	160	
Chowkidars	...	84	...	126	Actual requirements provided for.
Statistical clerks	...	...	2	50	Provided as actually employed.
Shunting porters	...	...	...	24	Ditto ditto.
TOTAL	...	4,026	...	4,331	

* Approved in Government of India letter No. 270 R.T., dated the 10th June 1895.
† Printed as Appendix Q to Part II of the Administration report on Indian railways for 1891-92.

APPENDIX BB.

Revised paragraph IV of clause 3* of the AGREEMENT† between the EAST INDIAN RAILWAY COMPANY and the BENGAL-NAGPUR RAILWAY COMPANY for joint working of the KATNI STATION of the Eas Indian Railway, dated the 31st July 1891.

PARAGRAPH IV. of CLAUSE 3.

"Any expenditure on minor works which may be required for joint use of both railways and upon minor additions and alterations of existing premises which is chargeable to Revenue under the rules in force on the East Indian Railway and which may have been jointly agreed upon by the joint users of the junction station shall be debited to joint station expenses. No interest will be charged, but a separate schedule of such works is to be kept for the purposes of clause 4. These works shall be maintained by the East Indian Railway and that Railway shall, in addition to the actual cost of the works debited as incurred to joint station expenses, debit half-yearly to 'joint station expenses' 5 per cent. on the cost of permanent-way, points and crossings and ballast, and 2½ per cent. per annum on the cost of all other such works on account of such maintenance."

"Provided always that no maintenance shall be charged until such work is completed."

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* Approved in Government of India letters Nos. 483 R. T. and 654 R. T., dated, respectively, the 7th September and 6th November 1894.

† Printed as Appendix T to Part II of the Administration report on Indian railways for 1891-92.

APPENDIX CC.

Index to contracts and working agreements, published in the appendices to the Administration report on Indian railways for 1894-95.

Subject.	Reference. Appendix.	Page.
B		
BENGAL AND NORTH-WESTERN RAILWAY—		
Contract, dated the 19th December 1894, between the Secretary of State for India in Council and the—Company for the construction of certain branches and extensions of their system	L	cccliii
BENGAL-NÁGPUR RAILWAY—		
Agreement, which came into force from the 1st November 1894, between the — and the East Indian Railway Companies for the division of the downwards local traffic from Katni	O	cccxxvi
Revised paragraph IV of clause 3 of the agreement between the East Indian and the—Companies, for joint working of the Asansol station	Y	cccxli
Revised paragraph IV of clause 3 of the agreement, dated the 31st July 1891, between the East Indian and the—Companies, for joint working of the Katni station	BB	cccxliv
BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR RAILWAY—		
Revised clause 7 of the agreement, which came into force from the 1st January 1882, between the—and the Bombay, Baroda and Central India Railway Company, for working the Wadhwán junction station	S	cccxxxv
BOMBAY, BARODA AND CENTRAL INDIA RAILWAY—		
Agreement (revised), which came into force from the 1st March 1889, between the — and the Indian Midland Railway Companies for the use by the latter of the standard gauge link between Agra Cantonment and Agra East Bank stations, etc.	M	cccv
Note, dated the 29th January 1895, on the regulation of the interchange of traffic at the Godhra and the Rutlam stations between the —, the Godhra-Rutlam, and Rajputana-Malwa railways	Q	cccxxxi
Revised clause 7 of the agreement, which came into force from the 1st January 1882, between the Bhávnagar-Gondal Railway and the Bombay, Baroda and Central India Railway Company, for working the Wadhwán junction station	S	cccxxxv
D		
DELHI-UMBALLA-KALKA RAILWAY—		
Revised clause XII (4) of the agreement, which came into force from the 1st Mach 1891, between the North Western railway and the East Indian Railway Company, as the working agency of the—for working the Umballa junction station and for the interchange of traffic at that station	AA	cccxliii
E		
EASTERN BENGAL (STATE) RAILWAY—		
Agreement (revised), which came into force from the 1st January 1892, for running powers over parts of the — granted by the Secretary of State for India in Council to the East Indian Railway Company	N	cccxxi
EAST INDIAN RAILWAY—		
Agreement (revised), which came into force from the 1st January 1892, for running powers over parts of the Eastern Bengal (state) railway granted by the Secretary of State for India in Council to the — Company	N	cccxxi
Agreement, which came into force from the 1st November 1894, between the Bengal-Nágpur and the — Railway Companies for the division of the downwards local traffic from Katni	O	cccxxvi

Index to contracts and working agreements—concld.

Subject.	Reference. Appendix.	Page.
East Indian Railway—*contd.*		
Contract, dated the 10th November 1893, between the Secretary of State for India in Council and the — Company for the incoporation of certain branch lines in the undertaking	K	ccc
Modification of clause 32 (18) of the working agreement, which came into force from the 1st September 1879, between the — and the Sind, Punjab, and Delhi Railway Companies relating to the Ghaziabad junction station	R	cccxxxiv
Revised paragraph IV of clause 3 of the agreement between the — and the Bengal-Nagpur Railway Companies, for joint working of the Asansol station	Y	cccxli
Revised paragraph IV of clause 3 of the agreement, dated the 31st July 1891, between the — and the Bengal-Nagpur Railway Companies, for joint working of the Katni station	BB	cccxliv
Revised paragraph IV of clause 3 of the agreement, which came into force from the 1st March 1889, between the — and the Indian Midland Railway Companies, for joint working of the Agra East Bank station	V	cccxxxviii
Revised paragraph IV of clause 3 of the agreement, which came into force from the 1st July 1890, between the —, the Oudh and Rohilkhand (state), and the Indian Midland railways, for joint working of the Cawnpore station	W	cccxxxix
Revised paragraph IV of clause 3 of the agreement, which came into force from the 1st July 1890, between the — and the Indian Midland Railway Companies, for joint working of the Manikpur station	X	cccxl
Revised clause XII (4) of the agreement, which came into force from the 1st March 1891, between the North Western railway and the — Company, (as the working agency of the Delhi-Umballa-Kalka railway), for working the Umballa junction station and for the interchange of traffic at that station	AA	cccxliii
G		
Godhra-Rutlam Railway—		
Note, dated the 29th January 1895, on the regulation of the interchange of traffic at the Godhra and the Rutlam stations between the Bombay, Baroda and Central India, —, and the Rajputna-Malwa railways	Q	cccxxxi
Great Indian Peninsula Railway—		
Modification of clause 17 (1) of the agreement, dated the 11th January 1889, between the Southern Mahratta and the — Companies, for the joint working of the Poona station	U	cccxxxvii
Modification of clause 25 of the agreement, dated the 1st December 1883, between the — and the Southern Mahratta Railway Companies, for the joint working of the Hotgi station	T	cccxxxvi
I		
Indian Midland Railway—		
Agreement (revised), which came into force from the 1st March 1889, between the Bombay, Baroda and Central India and the —— Railway companies for the use by the latter of the standard gauge link between Agra Cantonment and Agra East Bank stations, etc.	M	cccv
Revised paragraph IV of clause 3 of the agreement, which came into force from the 1st March 1889, between the East Indian and the—Companies, for joint working of the Agra East Bank station	V	cccxxxviii
Revised paragraph IV of clause 3 of the agreement, which came into force from the 1st July 1890, between the East Indian and the—Companies, for joint working of the Manikpur station	X	cccxl
Revised paragraph IV of clause 3 of the agreement, which came into force from the 1st July 1890, between the East Indian, the Oudh and Rohilkhand (state), and the—, for joint working of the Cawnpore station	W	cccxxxix

Index to contracts and working agreements—contd.

Subject.	Reference. Appendix.	Page.
North Western (State) Railway—		
Revised clause XII (4) of the agreement, which came into force from the 1st March 1891, between the—and the East Indian Railway Company, (as the working agency of the Delhi-Umballa-Kalka railway) for working the Umballa junction station and for the interchange of traffic at that station	AA	cccxliii
O		
Oudh and Rohilkhand (State) Railway—		
Revised paragraph IV of clause 3 of the agreement, which came into force from the 1st July 1890, between the East Indian, the—, and the Indian Midland railways, for joint working of the Cawnpore station	W	cccxxxix
P		
Pondicherry Railway—		
Renewal of the agreement, dated the 30th December 1890, between the South Indian and the—Companies, for working the—	Z	cccxlii
Powayan Steam Tramway—		
Agreement, which came into force from the 1st January 1895, between the Rohilkhund and Kumaon Railway and the—Companies for the interchange of goods traffic at Mailáni station	P	cccxxviii
R		
Rajputana-Malwa Railway—		
Note, dated the 29th January 1895, on the regulation of the interchange of traffic at the Godhra and the Rutlam stations between the Bombay, Baroda and Central India, Godhra-Rutlam, and — railways	Q	cccxxxi
Rohilkhund and Kumaon Railway—		
Agreement, dated the 28th September 1882, between the Secretary of State for India in Council and Robert Russell Carew and		
Contract, dated the 12th October 1882, between the Secretary of State for India in Council and the—Company for the construction and working of the railway from Bhojeepura to Káthgodám	J	cclxxxiv
Agreement, which came into force from the 1st January 1895, between the — Railway and the Powayan Steam Tramway Companies for the interchange of goods traffic at Mailáni station	P	cccxxviii
S		
Sind, Punjab and Delhi Railway—		
Modification of clause 32 (18) of the working agreement, which came into force from the 1st September 1879, between the East Indian and the—Companies relating to the Gháziabad junction station	R	cccxxxiv
Southern Mahratta Railway—		
Modification of clause 17 (I) of the agreement, dated the 11th January 1889, between the—and the Great Indian Peninsula Railway Companies, for the joint working of the Poona station	U	cccxxxvii
Modification of clause 25 of the agreement, dated the 1st December 1883, between the Great Indian Peninsula and the—Companies, for the joint working of the Hotgi station	T	cccxxxvi
South Indian Railway—		
Renewal of the agreement, dated the 30th December 1890, between the—and the Pondicherry Railway Companies, for working the Pondicherry railway	Z	cccxlii

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